DELOREAN WORLD

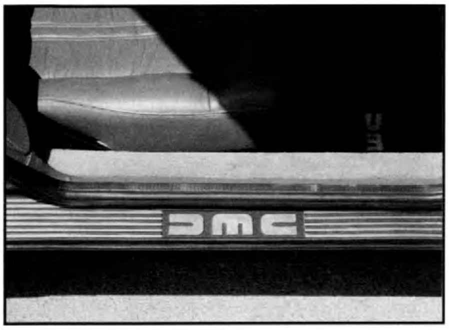
Published Quarterly by the DeLorean Owners Association

Misty Solitude

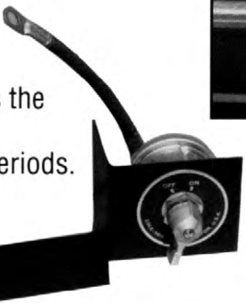
De Lorean Parts

TERI JENNINGS 1202 N. Dalton, Azusa, CA 91702, (818) 334-5262

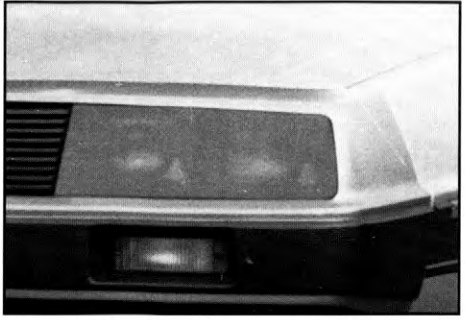
"NU DESIGN" BUMPER & DOOR SILL LETTERS – These letters are made of a vinyl material that look exactly like the stainless steel on your car. The letters are mylar covered so they never need polishing. They are guaranteed for 5 years. Bumper Letters $34.95, Door Sill Letters $29.95,
Both only $59.95.



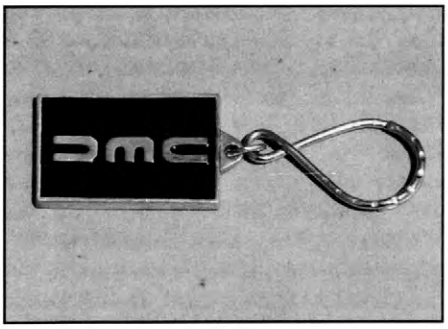
REAR LOUVER BRACE – Attaches to underside of louver to prevent flexing or cracking. $44.95



BATTERY CUT OFF SWITCH – Disconnects the battery from the car while setting for long periods. $44.95



TINTED HEADLIGHT COVERS – Smoke colored – will fit flush – no drilling required. $75.00 set



KEY CHAIN - Handcrafted pewter with raised DMC letters on black porcelain background.
$6.95 ea.

1. **HANDS OFF SIGN** – Keeps people from touching your car (two sided in plastic) $1.00 each
2. **CERAMIC HEAT SHIELD** – Attaches to cross over pipe to reduce heat 25/30° on automatic transmission or clutch slave cylinder easy installation. $19.00
3. **KEY CHAIN** – Handcrafted pewter with raised DMC letters on black porcelain background. $6.95
4. **CABLE RELEASE** – Will open hood or deck lid if stock factory cable breaks. $8.00 set
5. **ALUMINUM DOOR HANDLES** – These are exact copies of the plastic door handles, but made of die cast aluminum anodized black with all instructions for easy installation. They won't break. $49.95 each
6. **ENGINE OIL COOLER** – Cuts engine oil temperature and allows use of standard American oil filters. Complete, bolts on in less than 1 hour. A must for Turbo cars. $89.95
7. **SHOCK LOCKS** – (hood or deck) Holds hood or rear louver from accidentally closing. Front $7.95 Rear $15.95
8. **OIL FILTER ADAPTER KIT** – Use this kit and you can use standard U.S. filters instead of expensive European ones. Installs in minutes and pays for itself too. $11.95
9. **AUTOMATIC TRANSMISSION OIL COOLER** – Cuts transmission temperature 25°. Easy to install. $69.95
10. **WHALE TAIL** – Made of fiberglass and fits on rear louver, looks great. $239.00 (shipping cost may vary) Call for more information
11. **PEWTER 1/43 SCALE DELOREAN MODEL** – (stainless finish) these miniatures measure 4½ inches long. Each is finely detailed and handcrafted in the U.S.A. $59.95. **PEN SET** – with pewter DeLorean model on a custom engraved 7 x 9 inch walnut plaque. $89.95
12. **TIE TAC** – Black with raised DMC logo. $6.95. **BELT BUCKLE** – Pewter with 2" x 3½" black porcelain inlay. $15.95
13. **LICENSE PLATE CLOCK** – Brushed aluminum with raised DMC logo and frame. $23.95. Plate also available without clock. $7.95
14. **SHIFTER BOOT** – Exact replacement that WON'T SLIDE AROUND! Steel base and Cabrette Leather. Black or Gray (Easy installation). $79.95
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D600100 (Set of 2 in Silver Grey) **$436.68**

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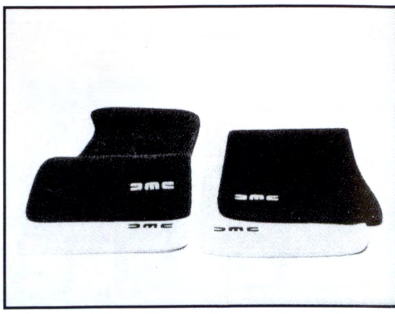
Original Equipment Design Floor Mats



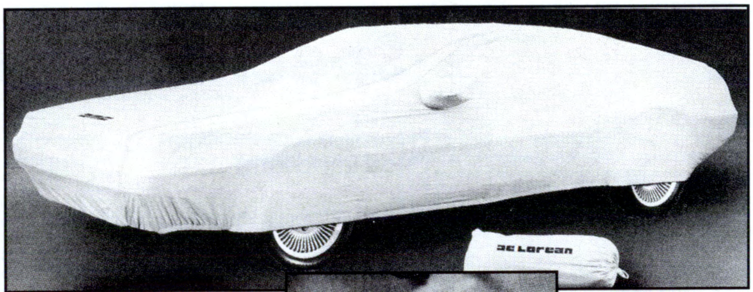
These mats are a handsome as they are practical. They protect your carpeting while adding an elegant finishing touch to your interior. Made of heavy duty, stain resistant nylon, they include the famous DMC monogram in the correct size and location as designed and authorized by the factory.

D600020 (Black) **$74.35**

D600019 (Grey) **$74.35**

(shipping $8.00)

Premium DeLorean Cover



Don't cover your car with anything else. This custom tailored cover fits your DeLorean like a glove and protects it from the elements. Includes a convenient tote bag.

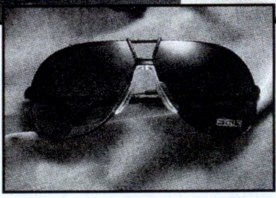
D1000010 (Poly-cotton with factory logos) **$139.50**

D6000010 (Techlon water resistant cover Not waterproof, but as resistant as we can get in a medium price cover) **$159.50** (shipping $7.50)

Car Cover Wind and Theft Guard

Designed to protect your car cover from high winds and theft. Includes a plastic covered, super strong cable and a rugged padlock. Guards are sold only with the car covers.

D100001 (Locking Guard) **$12.50**



Hi-Tech Sport Glasses

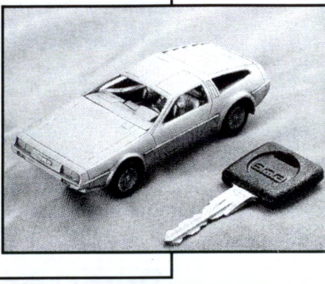
Dramatically styled frames with high impact, black matte metal finish. The perfect touring glasses. Available with original DMC or new Team DeLorean logo.

DTF118 (Team DeLorean logo) **$24.95**

DFF120 (DMC logo) **$24.95**

(shipping $4.50)

Detailed Pewter Miniature

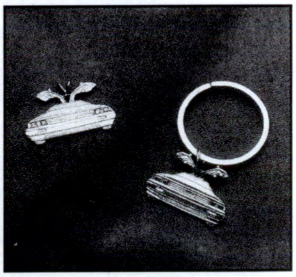


This extraordinarily detailed pewter miniature makes an excellent conversation piece on the executive's desk. 4-1/2" long, you can even see the stitching on the seats.

D100203 **$59.95**

(shipping $4.75)

14k Gold Pendant with Diamond Headlights and Sterling Silver Key Holder



Elegant, custom designed jewelry for the discriminating DeLorean owner. Display your pride of ownership in the most beautiful way.

D60161B (Gold pendant with diamond headlights) **$299.50**

D60151A (Sterling Silver Key Holder) **$49.95**

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D6SS142 TEAM DELOREAN SWEATSHIRT (White and Red on black Team DeLorean logo and script on left breast Team DeLorean script right sleeve DeLorean One Team DeLorean logo on back)

D6SS143 DELOREAN LOGOTYPE W/CAR SWEATSHIRT (Black and silver on white)

D6SS144 COLLECTORS SET OF ALL 3 SWEATSHIRTS **$78.00**

Specify medium, large, X-large or XX-large

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Stainless Steel Personalized Accents

Add a touch of individuality to your Delorean. These letters are quality hand-brushed stainless steel, not the cheap plastic imitations you may have seen advertised elsewhere. Our stainless letters include a "lifetime" adhesive backing. If a letter comes loose, we'll replace the whole set free of charge.

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DELOREAN WORLD

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CONTENTS

SPECIAL FEATURE
ONE LAP FOR KIDS 14
The Other Race

COVER STORY
FROM CHANG TO BUTTERFLIES 21
Becoming a Connoisseur

SPECIAL FEATURE
ONE LAP ONCE MORE 22
Recap from a Veteran

Editor's Note 7
Treasurer's Report 8
President's Message 9
Regional News
- Calender of Events 10
- The Mystery is Solved 11
- Chapter Reports 11

Activities
- One Lap of America-1991 13

Advertiser Index 35
Classifieds 38
Tech Notes
- Stop Before Its Too Late 31
- For New Owners... 36

On The Cover

"Misty Solitude"
Mount Riante near Hot Springs, Arkansas
Camera: Fujica AX-5
Film: Kodacolor 200
Exposure: f5.6 @ 1/60 Second
Photograph submitted by Jack Skeens, Camden, Arkansas
(See page 21)

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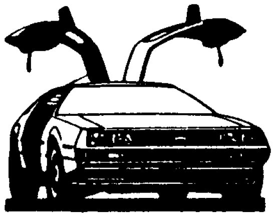
"Things For People Who Dream DeLorean"



QTY	EXCITING DMC PARTS AND ACCESSORIES!	PRICE	
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	FOUR LOWER SPRINGS - stock ride	350.00	
	FRONT AIR DAM WITH DRIVING LAMPS	$375.00	
	FRONT AIR DAM WITH AIR SCOOPS	275.00	
	TURNSIGNAL LIGHT BLACKOUTS (front)	29.50	NEW
	HEADLIGHT BLACKOUT COVERS	75.50	
	TAIL LIGHT & LICENSE PLATE BLACKOUTS	145.00	
	STAINLESS LETTERS - DeLorean Grill Badge	50.00	NEW
	FLOOR MATS "DMC" (Gray or Black)	$125.00	
	DASH COVER (Gray or Black)	39.50	
	WINDSHIELD SUNSCREEN with storage bag	51.50	
	STAINLESS BUMPER & SILL LETTERS	$95.00	
	PEWTER "DMC" KEY CHAIN	10.00	
	PEWTER "DMC" TIE TAC	7.00	
	GULL-WING WATCH	59.95	
	DUAL EXHAUST HEADERS	$400.00	
	HEADERS WITH 2 TURBO MUFFLERS	$600.00	
	EYE LEVEL BRAKE LIGHT (top louver)	$76.50	
	EYE LEVEL BRAKE LIGHT (T top)	97.00	
	HALON FIRE EXTINGUISHER (in console tray)	19.95	
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	CAR COVER (Technalon III)	199.00	NEW
	NOSE BRA w/DMC logo - Custom fit	150.00	
	SHEEP SKIN SEAT COVERS - Custom fit	399.00	
	STERLING SILVER DMC-LOGO NECKLACE	$50.00	NEW

#	QTY	PHOTO-FEATURE ACCESSORIES!	PRICE
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		CAT BYPASS "Test Pipe" Stainless Steel	95.95
		CATALYST REPLACEMENT RESONATOR	145.50
#2.		CARPATHIAN BURLWOOD TRIM SET	$400.00
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		INSTRUMENT POD CLOTH COVER	30.00
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#6c.		KYB GAS-ADJUST SHOCK ABSORBERS (improved ride)	235.25
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#8.		PEWTER DMC CAR WITH DOORS UP!	$ 65.00
		MOUNTED (Doors-up w/pewter plaque)	94.95
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		BOOKENDS (doors-up & Doors-down)	144.95
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	CLUTCH ASSEMBLY (complete)	325.00	
	ELEC. PRE-START OIL PUMP (prevents dry start-ups)	300.00	NEW
	HANDBRAKE BOOT (Leather)	75.00	
	STEERING U-JOINTS (each) UPPER	175.00	NEW
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	FORGED PISTONS - Turbo or Hi Compression	800.00	
	DIGITAL - ELECTRONIC DASH	CALL	
	NITROUS OXIDE INJECTION (+60 Horsepower)	650.00	
	TURBO MANIFOLD CO. TWIN IHI TURBO (+100 HP)	3,000.00	
	BAE SINGLE RAJAY TURBO (+70 HP)	1,750.00	
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	STAINLESS STEEL LABEL SET	150.00	
	LEATHER SEAT UPHOLSTERY (Gray or Black)	725.00	NEW
	LOWER CONTROL ARM	CALL	
	FRONT FENDERS	CALL	
	MAGNETIC OIL PAN DRAIN PLUG	10.00	NEW

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Allow 4 weeks for delivery
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*Shipping & Insurance billed UPS-COD.

ASK FOR FRED LOCKETT - *The DeLorean Pilot*

EDITOR'S NOTE

BY KAY MYHRE

THE EVOLUTION OF A CONNOISSEUR OF CARS is this issue's cover story, *"FROM CHANG TO BUTTERFLIES"*. Don't miss Jack Skeen's humorous account of his awakening to fine automotive art appreciation.

Once again our attention is called to the Cannonball Rallye, but this time from three perspectives. Let your imagination put you in the driver's seat as you read the tender, the lighthearted, and the thrilling details. It takes a courageous individual to face the difficult rigors of "One Lap". You experience more moods, more different kinds of feelings in four days...and putting your memory to the task, you will reveal laughter, concern, anticipation, frustration, elation, disappointment, excitement...but best of all, satisfaction. Happiness seems to be a byproduct of achievement.

Guy T. Avellon, also known in racing circles as "GT I", and his son, "GT II", take us on a heartfelt, sentimental journey laced with extremely demanding race car driving, skill and compassion. And he mixes laughter with the serious stuff in *"ONE LAP FOR KIDS: THE OTHER RACE"*. Then we are enlightened with Stephen Wynne's amusing anecdotes along the way in *"ONE LAP ONCE MORE"*. Jon Spurlin, Stephen's rallye companion, focuses on itinerary and scoring.

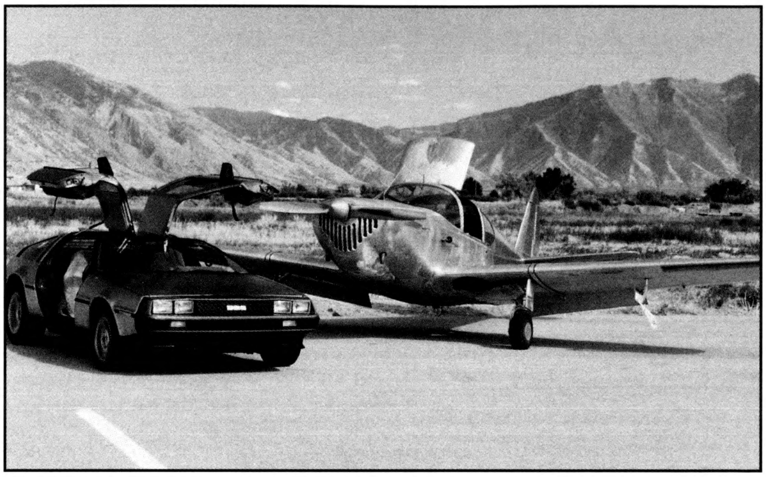
"STOP BEFORE IT'S TOO LATE!" is Ray Haug's inaugural article. We look forward to more! Jack Balderston is consulting with DeLorean Owners to discuss basic technical advice in *"FOR NEW OWNERS"*.

Thank you all for your many excellent editorial contributions. Why don't you send us your captivating, innovative DeLorean manuscripts. We actively invite reader participation.

Kay Myhre

Next Issue:

DeLorean Expo '91



Our Two Polished, Prized Possessions

A 1983 Stainless Steel DeLorean, driven daily, that we have owned since new. Owner has a ticket issued in the State of Arizona for doing 126 MPH. Nearly as fast as the Swift.

The 1948 Swift GCIE: built by Ternco Aircraft Corporation of Dallas, Texas, powered by a 145 HP Continental 6 cly engine. Landing gear is retractable. Its empty weight is 1125 lbs., cruises at 140 MPH on 7 gallons of fuel or 30 MPG. The airframe is polished aluminum, the original stripe and non-glare paint was added to the top of the cowl after the photo. This was its original paint scheme.

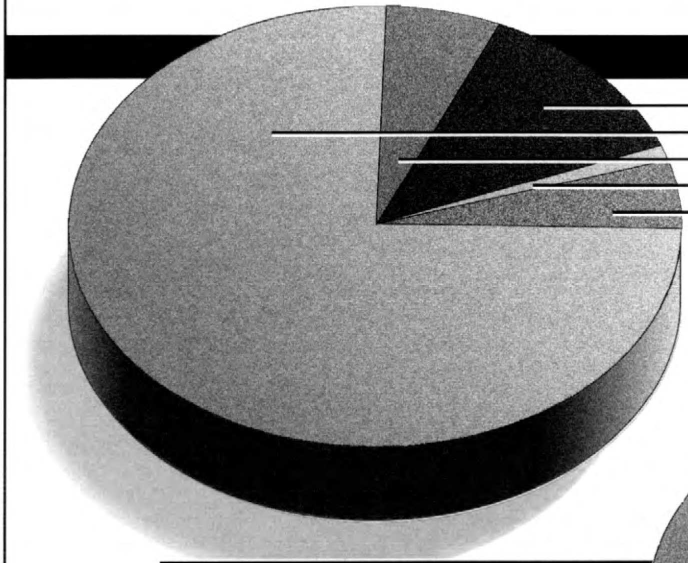
Ken & Christine Sorensen, Provo, Utah

Back to the Future
THE CARTOON
Check your local T. V. listings

TREASURER'S REPORT

BY JOAN TRUSCOTT

DeLorean Owners Association End First Half 1991

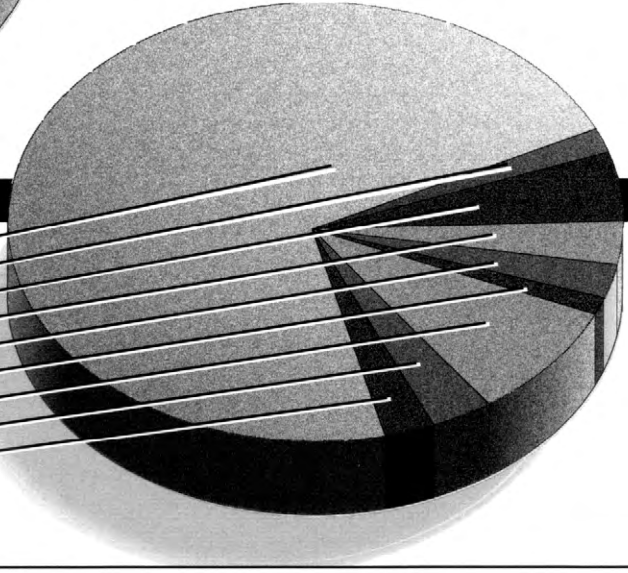


1991 Income

New Members	4,975.00	12%
Renewed Members	30,805.00	76%
Advertising	2,285.00	06%
Account Interest	308.00	01%
Miscellaneaous	1,930.00	05%
Totals	40,303.00	100%

1991 Expense

DeLorean World	26,284.00	76%
Telephone	346.00	04%
Postage	1,536.00	04%
Advertising	1,184.00	03%
Income Tax	850.00	02%
Miscellaneous	433.00	01%
Insurance	2,405.00	07%
Events	964.00	03%
Misc. Printing	484.00	02%
Totals	34,486.00	100%



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Jon Spurlin
Technical Director
(818) 993-1433
8900 Oak Park Ave.
Northridge, CA 91325

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(4X5 Transparencies for the cover. Transparencies, standard color or black and white for the interior)

send to:

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Kay Myhre
P.O. Box 1116
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PRESIDENT'S MESSAGE

BY KJELL MYHRE

By press time, our Tenth Anniversary event in Las Vegas is but a memory, but what an event! Just prior to EXPO '91, the number who have signed up indicate the largest attendance of any event in the Association history. At this time, our reconstituted Board of Directors will carry on the functions of the Board with new vigor and excitement.

At this election, several individuals who have attended board meetings over the past several months will have been officially installed as announced at the business meeting in Las Vegas. A number of individuals who have been active over the years will have assumed new functions as announced in Las Vegas and upcoming issues of DeLorean World. A certain number of Board Members have become experts and relatively indispensible and have volunteered to continue these essential functions for another term. Wherever they get the inspiration, added to perspiration, they are invaluable ingredients and are fundamental to the success of the Association. My personal thanks to all of you who have made all of this possible.

Having observed the Editor at close proximity, it has been obvious to me that I will have been recruited to continue in a supportive role in this very demanding function, namely to publish this vital communication medium to the entire membership on a timely basis.In my term as President, it has been underscored that DeLorean ownership has always been, and will continue to be, a limited exclusive market. However, I have discovered a great depth of quality in our diversified membership as evidenced by the extraordinary editorial contributions that have accumulated over the years. If inspiration has not caught up with you yet, make a bold step for yourself and the membership to publish that which you have always thought that you might do, but haven't gotten around to it yet.

All of you who have attended Las Vegas will have heard all the introductions and remembered the names who so magnificently contributed to this outstanding event. In the Directors meeting just prior to DeLorean Expo '91, David Knudson was unanimously elected to the position of President of the DeLorean Owners Association. David Knudson is a familiar name to attendees of many events and readers of DeLorean World, so he is no stranger to many of us. He is an articulate champion of those who strive for growth and improvement in our Association through his activity and example. Although the membership may remain at a growth rate established to date, the quality and the dedication has improved centered primarily in the membership communications and publications in DeLorean World. During our recent trip to Norway, I was disappointed not to see a single DeLorean on the entire trip. However, that is not the case in Sweden where there is a Swedish DeLorean Society headed by Mr. Goran Modin who has been mentioned previously. In a letter received from him just recently, he concluded his letter saying, "I had been hoping for the possibility of attending the DeLorean Expo '91 in Las Vegas, but this is unfortunately not possible. But instead, I would like, on behalf of all DeLorean owners in Scandinavia, to send a greeting to all DeLorean owners in the U.S.A. and hope that many more will join the DeLorean Owners Association in their effort to keep the DeLorean dream alive. Not only in our minds, but also on our streets."

I am certain that we all want to subscribe to this thought and with our action promote a world class organization with participants worldwide, as evidenced by the attendees at DeLorean Expo '91 from a number of countries that have signed up to date such as Australia, Canada, Germany, England, France, Ireland, and Switzerland.

Area Regional Chapter Calendar of Events for 1991

Past - Present - Future

BY MILLIE BERNSTEIN

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and get on their mailing list.

AREA REGIONAL CHAPTER 23

Ohio
Guy Avellon, Coordinator
(216)734-6664

April 20	Tour of Kapac Inc. Columbus, OH Tour & Picnic, David Lancaster
May 1 (T)	Rallye School Cleveland, OH
June 16	Stan Hewitt Hall, Akron, Wine and Cheese Party
June 21-23	Mid-Ohio Vintage Car Races, Lexington
July 20-21 (T)	Rallye Golf Outing, Clinic Peek 'N Peak, Clymer, NY
Aug. (TBA)	Shaker Square British Car Club Show
Aug. (TBA)	Weekend Outing, Ohio Lodge
Sept. 22	Start caravan to Las Vegas (Meet in Indianapolis) for Delorean Expo 91

AREA REGIONAL CHAPTER 5

Georgia
Tom Long, Coordinator
(404)449-1968

March 17	St. Patrick's Day Parade and Irish Celebration in Dublin, GA
April 20	Brunch at Unicoi State Park plus driving through the mountain to Amicolola Falls
May 19	Tech session/British Motor Car Show. BBQ Picnic at Byrne and Marian Heningers
June 15	Overnight trip to Ashville, NC and Chimney Rock State Park
July 13	Tech session followed by Steak Dinner at the Old Town Athletic Club
Aug. 17	Bowling and pizza party
Sept.	Trip to Birmingham, AL for a day at the race track
Oct. 5	Tech session
Oct. 19	Overnight trip to Nashville, TN and the "Grand Ole Opry"
Nov. 15	Caravan through North Georgia with an early dinner at the Woodbridge Inn in Jasper
Dec.	Christmas dinner dance at the Atlanta Athletic Club

AREA REGIONAL CHAPTER 35

Stoney Point, New York
Gail Geraldi, Coordinator
(914)429-0121

April 26-28	Eastern Regional Run Two, Nevele Golf and Country Club, Ellensville, NY

AREA REGIONAL CHAPTER 3

Minnesota
Bruce Benson, Coordinator
(612)429-6912

Sept. 26-29	Caravan to Expo '91, Tropicana Resort, Las Vegas, NV

AREA REGIONAL CHAPTER 22

Massachusetts, Maine, New Hampshire
Lloyd Teran, Coordinator
(617)653-1720

April 26-28	Eastern Regional Run Two, Nevele Golf and Country Club, Ellensville, NY
June 16	Newport Car Festival, Portsmouth, RI
Sept.	Annual Dinner

AREA REGIONAL CHAPTER 36

Long Island, New York
Eleanor Rogers, Coordinator
(516)491-1248

March	Anniversary Dinner
April 26-28	Eastern Regional Run Two, Nevele Golf and Country Club, Ellensville, New York
May	Sports Car Club of America Car Show, Planting Fields Arboretum
June	3rd Annual Picnic
Sept. 26-29	Delorean Expo 91, Tropicana Resort, Las Vegas, NV
Oct.	Rallye to Long Island's East End
Nov.	Rallye to Hyde Park, NY
Dec.	Holiday Dinner Party

AREA REGIONAL CHAPTER 9

Southeast Texas
Harold McElraft, Coordinator
(713)993-4260

March 2	Tech Talk and Chapter Meeting at DeLorean One
March 16	St. Patrick's Day Parade and Irish Activities
April 20-21	Bondurant School of High Performance Driving for DeLorean owners
May 4	Regular bi-monthly meeting, at DeLorean One
May 27	Memorial Day Parade (Preliminary)
July 4	Friendswood Fourth of July Parade (Preliminary)
July 13	Regular bi-monthly meeting, at DeLorean One
Sept. 7	Regular bi-monthly meeting, at DeLorean One
Sept. 26-29	DeLorean Expo '91 in Las Vegas
Nov. 2	Regular bi-monthly meeting, at DeLorean One
Dec. 7	Christmas Party (Preliminary)
Jan. 11, 1992	Regular bi-monthly meeting, at DeLorean One

AREA REGIONAL CHAPTER 12

Southern California
Dev Bradley, Coordinator
(805)268-8832

May 18	Who Dunnit, Mystery Rallye and Banquet
May 27	Memorial Day Parade, La Canada
June 8	Santa Barbara Car Show
July	4th of July Parade, West Covina

THE MYSTERY IS SOLVED

(Sort of)

BY DAVID KNUDSON, MEMBER COMMUNICATIONS DIRECTOR

In a previous issue of DeLorean World, I wrote several paragraphs about the demise of the DeLorean Motor Car Club whose bankruptcy was reported in one of our local papers. At that point, I didn't know much about the group and requested any details that members might have.

My thanks to Tom Wessel, John-Edward Alley and Ronald Church who came up with some very interesting information.

Tom sent copies of what appeared to be a full collection of the club's DeGullwing newsletters.

John reported that the organization started off very optimistically but the quality had dropped off to where they were simply selling parts.

Ronald informed me that the correct club name had been "DeLorean Club of America" not "DeLorean Motor Club" and that he had been a charter member. The first issue of their newsletter was May/June 1982. Apparently, in 1986 and 1987, the frequency of the issues fell to 3 per year, then to 2 in 1988 and 1 in 1989.

Ronald also reported that he joined a group in Seattle called DeLorean Club International. It seems they sent him a sample of a newsletter called "DMC News" and he gave them his Visa number and an application. He didn't think they ever charged his account and he never heard from them again.

This still leaves my original question unanswered, however. The DeLorean Club of America advertised DeLorean cruises for quite some time and I wondered if they had ever sailed.

Area Regional Chapter 37

BY EVEREN T. BROWN, Coordinator

INTERMOUNTAIN AREA CHAPTER OPEN FOR BUSINESS

Everen T. Brown has started a new chapter for members in the intermountain area. Salt Lake City, Utah, will be the central base. Members from Utah, Idaho, Wyoming, Colorado and Nevada will be able to join in our events, as well as members traveling through! For 1991 we will have dinner meetings on a quarterly basis tailored to our member's interest level. Our main event in 1991 was the *DELOREAN CARAVAN TO THE LAS VEGAS CONVENTION, DELOREAN EXPO '91.*

Chapter Calendar

(CONTINUED)

AREA REGIONAL CHAPTER 2

Pennsylvania
Ronald Finelli, Coordinator
(215)789-4326

March	Luncheon to elect officers and plan 1991 schedule
April 26-28	Eastern Regional Run Two, Nevele Golf and Country Club, Ellensville, NY
May	Annual door adjustment
June 30	Philadelphia Vintage Grand Prix Concours and Race, Fairmont Park, Philadelphia, PA
July	Summer Tech/Social
Aug. 11	New Automobile Show, New Hope, PA
Sept. 1	Duryea Days, Boyertown, PA
Oct.	Annual Safety Check
Nov.	Fall Tech/Social
Dec.	Tour of the Historic Mansion in Fairmont Park

AREA REGIONAL CHAPTER 17

Central California
Dean Kimball, Coordinator
(415)944-4982

June 1	Tech Seminar

AREA REGIONAL CHAPTER 7

Northern Illinois & Southern Wisconsin
Don Gowler, Coordinator
(312)397-0322

April 21	Opening Brunch & Election of Officers
May 18	Tech session
June 23	Social activity
July 20	Tech session
Aug. 18	Social activity
Sept. 21	Tech session
Oct. 19-20	Social activity, All dates are tentative

AREA REGIONAL CHAPTER 37

Utah, Wyoming, Southern Idaho, Western Colorado
Everen T. Brown, Coordinator
(801)364-2646

Sept. 26-29	DeLorean Expo '91, Tropicana Resort, Las Vegas, NV

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ORDER NOW FOR THE HOLIDAYS

#002	Baseball cap w/mesh back & Logo; red, blue **$6.00**
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#006	Tee shirt w/Logo printed; available black or gray; Sm to XL; washable **9.00**
#006SP	Gray tee shirt with Logo & Washington D.C. event design. Collector's Item. Sm only **4.00**
#007	Nylon matching running shorts; Sm to L; black or grey; washable **9.00**
#012	Our best golf shirt (no pocket) w/Logo embroidered; grey, green or white; M to XL **20.00**
#012P	Our best golf shirt (with pocket); Logo embroidered; blue or red; M to XL **21.00**
#014	Black knit zippered vest w/Logo printed (matches #007); Sm only **12.00**
#016	Black long sleeved sweatshirt; washable w/Logo; Sm to XL **20.00**
#016SP	Black long sleeved sweatshirt w/logo and Washington D.C. event design; collector's item only, M only **16.00**
#016W	White long sleeved sweatshirt w/large Logo; Sm to XL **20.00**
#016CC	Red long sleeved sweatshirt w/silver DeLorean, washable; collector's item; (Cape Cod) Sm to XL **22.50 /** Long & XXL **24.50**
#017	Ladies' scoop neck tee shirt w/Logo (washable); gray only, Sm & L only **10.00**
#018X	3 inch iron-on, embroidered patch (black and gray with red border) **3.75**
#018	3 inch sew-on embroidered patch **3.00**
#019	Snap front, black satin, flannel-lined coaches' jacket w/trademark; M only **35.00**
#019W	Match to 0019 in white, white cuffs and collar; M & XL only **38.00**
#023	Official DeLorean Owners Association tie tac **4.00**
#024	Official DeLorean Owners Association club pin **2.50**
#026	Brushed silver photo album, 7" x 8", cloth lining, gift box **35.00**
#027	Set of 15 notecards linenweave gray with Logo and envelopes **5.75**
#029	Club Logo siltone money clip **5.00**
#031	Round logo chrome member badge for car **10.00**
#032	Logo business card case **24.75**
#033	Leather key holder **4.00**
#034	Full set of DeLorean prototype photos (24) **20.00** Half set (12) **12.00**
#042	Short sleeved, crinkle cotton top; w/Logo embroidered; aqua, yellow; one size fits all **22.00**
#043	100% cotton, oversized tanktop; w/Logo printed; one size fits all; silver **13.00**
#045	Squeeze style siltone key ring w/Logo **5.00**
#046	Child's gray teeshirt w/Logo **6.00**
#047	Wall clock w/logo **29.50**
#048	Money clip w/knife and file **6.50**
#049	Magazine binder w/Logo, holds 12 magazines **14.95**

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Phone (818) 993-1433.

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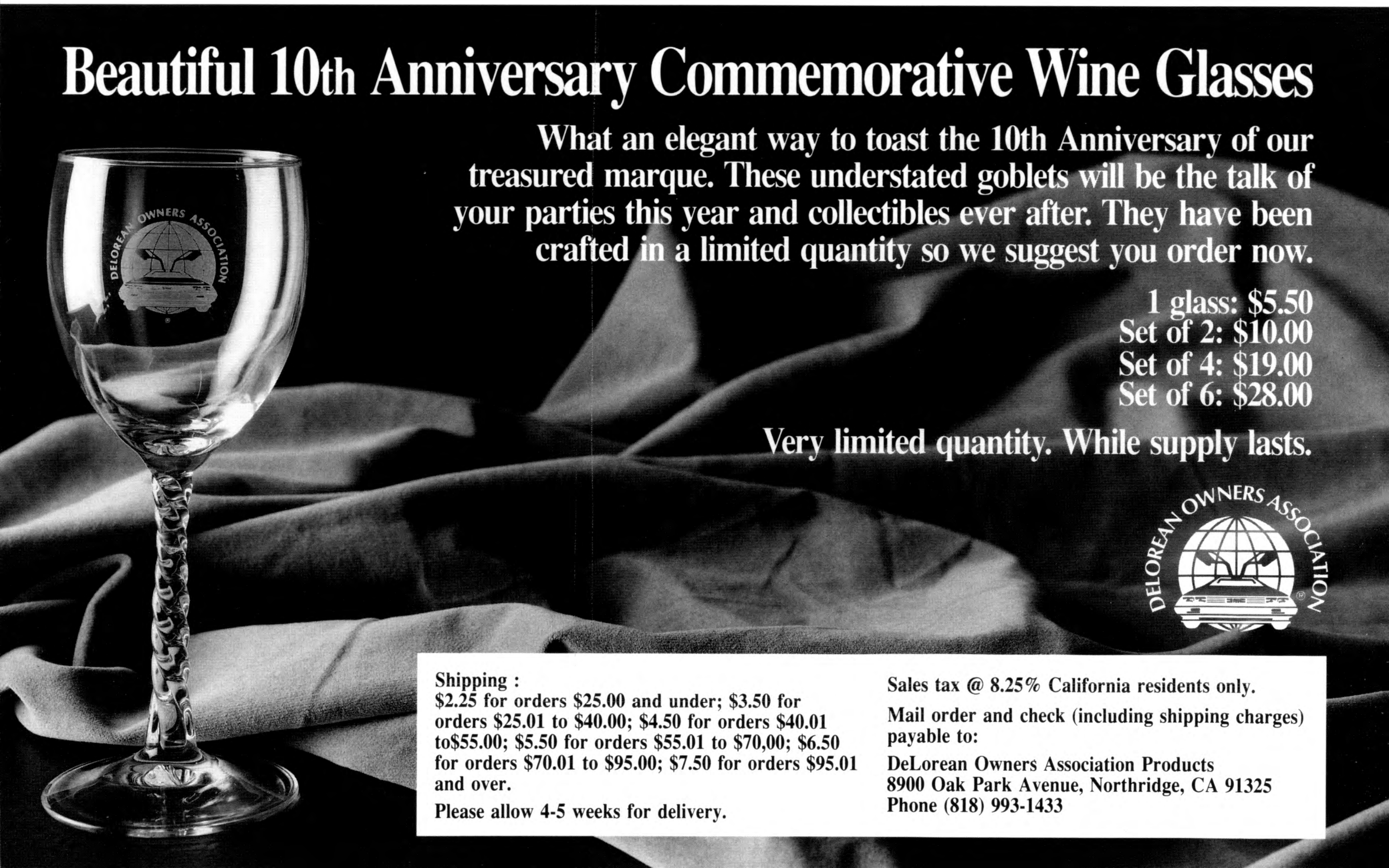

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ONE LAP OF AMERICA 1991

BY JON SPURLIN

PREPARATION

In the past, ONE LAP rallyes were scored heavily in favor of the time and distance sections and less on the track events. Computers were allowed as long as they did not measure mileage automatically. My goal was to develop a time and distance computer containing a stable stopwatch function with a resolution of 0.002 seconds, MPH and miles with a resolution of 0.001 miles, and a way to enter distance quickly and easily. This all had to be portable (handheld) and easy to see and use while driving on mountain types of roads. About 2 weeks before the rallye I had finished a working prototype.

We used Steven Wynne's 5-speed 1981 Delorean with approximately 30,000 miles on the odometer. I suggested modifying the engine to get more power and stiffen the suspension, but Steven preferred to keep it stock except tires (soft Yokohamas) and headlights (halogen).

TRAVEL TO START

(ANN ARBOR)

I flew to Houston on Friday, May 31 and went to test drive the car. Saturday, after doing some last minute adjustments to the car, we joined Dr. James Smith and Harold McElraft, who decided to go in a Lexus instead of Deloreans, and drove to Ann Arbor by Sunday night.

On Monday we gathered safety equipment, cleaned the car and rested. Tuesday we talked to some of the people arriving for the rallye, checked in for tech inspection, went to the drivers meeting and started figuring course and rallye times to feed into the computer.

This year there were 82 entries of which 2 were Deloreans. The other Delorean was driven by Guy Avellon with his son as navigator.

LEG 1

(NELSON LEDGES)

At 8:14 we left the parking lot of Domino Farms (our car was #14) and followed the rallye directions to Nelson Raceway in Ohio. Events on the tracks only allowed 1 person (with helmet) in the car. The 1st lap was a warm up then went directly into a timed lap. The winners were determined based on fastest time (as were most of the track events) so cars with the combination of power (300 - 400 horsepower) and handling and drivers were going to win (and did). This is when we decided not to go crazy trying to place in this type of event but to safely do as well as we could.

LEG 2

(OIL CITY, CANNONBALL RUN)

After we packed up the car when our run was over, we continued following rallye instructions to Oil City, Pennsylvania where Quaker State had some news coverage and food for us. After a short break we drove through the pretty country back roads of Pennsylvania and New York to Wyoming, New York where Brock Yates' Cannonball Pub was our next stop. As we entered this small town, the streets were filed with people cheering at the arrival of the rallye cars. We had dinner at the pub, filled the car with gas and immediately started the first Time and Distance rallye section.

LEG 3

(NEW YORK RALLYE)

This being the first real test of my computer, I found some problems that I was able to work around. Since this was a fairly simple T & D rallye, we had no trouble getting 0 points error. After the last checkpoint, we headed for Watkins Glenn Raceway.

LEG 4

(WATKINS GLENN)

As a regularity event, the object here was to run 1 lap averaging between 50 and 55 MPH and then run a second leg at exactly the same speed as the first lap. Time was measured at several places along the track. Being on the track at 2 a.m. using headlights only made this a little awkward. By 3 a.m. we were heading towards the Pocono Raceway in Pennsylvania.

LEG 5

(POCONO)

We arrived at the track just as the sun was coming up. After waiting for over an hour, the officials decided to cancel this event because of some water on the track and sun in our eyes on a bad curve. Leaving Pocono we spent all day driving through Pennsylvania, Maryland, West Virginia, Virginia and North Carolina.

LEG 6

(CHARLOTTE N.C.)

The track at Charlotte was probably the fastest because of the long banked curves. It was also hard on brakes slowing down from over 100 MPH to about 20 MPH to get through pylons at the end of the run. This event was also based on fastest time. We did our run and went to check into the hotel, where we were going to spend the night, to clean up for the banquet that was planned for 8 p.m. We stuffed ourselves and then went to sleep. Leaving at 7:14 in the morning, we headed for Chimney Rock.

LEG 7

(CHIMNEY ROCK)

Chimney Rock is a privately owned park where the road going to the rock was only about 2 miles long, but it has continuous curves going up the mountain. This event we had to average 35 MPH from the start going up and down with checkpoints at unknown places along the way. Around 10:30 a.m. we left heading for Road Atlanta Raceway.

LEG 8

(ROAD ATLANTA)

I had never seen this track before and there was no practice lap, so the first time around counted for time. The first 2 turns did not look bad on the map, so I went flat out in 2nd gear looking for turn 3. By the time I got to the top of the hill doing about 65 MPH, I realized turn 3 was at the top. By turning the wheel and braking hard at this speed, I spun 360 degrees sliding off the track. I was lucky because there was only dirt, so I put the car in low gear and took off down the track again remembering not to make that mistake again. It was afternoon with the temperature in the 80's when we left to find where the next T & D rallye was to start.

CONTINUED ON PAGE 38

ONE LAP FOR KIDS:

The Other Race

BY GUY T. AVELON

> “Four days of hard constant driving over 3,000 miles without any problems...”

Editorials in trade journals and auto magazines tend to bore me (with the exception to special interest publications) with their opinionated rhetoric on economy, gas, unions, speed limits, etc. Therefore, I ignore them. Except this one. William Jeanes wrote his April Car and Driver editorial on the then upcoming One Lap of America. What caught my attention was the One Lap for Kids Logo on the page and the header, “Giving Something Back.”

As I read, I learned there was a dual purpose now to the famed Cannonball rallye; the balance of the proceeds were to be donated to a cancer research fund specifically for children’s cancer, as there is no funding earmarked towards this cause, just a general fund.

This hit home. Before Christmas in 1986 our daughter had a sudden appearing lump excised from her upper thigh. A few days after Christmas it was confirmed as being rhabdomyosarcoma; a rare and fast spreading cancer affecting the soft muscle tissue, it had already spread to her lungs. The doctors gave her help and research; she’s alive today. Kim has been off chemotherapy for over two years and has been in remission for four years. Our message was clear — research works!

We hear mostly of adults, actors or other notables who have cancer. Not much is said among us because they’ve already contributed to life and society. A child hasn’t yet begun life. There are entire hospital wings housing hundreds of children, but we are not exposed to their plight — unless we’ve been there. Children’s cancer is much different than the types adults contract. The purpose of the One Lap for Kids was to gain national awareness of the need for donating funds directly for the research of cancer in children or to their local children’s hospital.

Kim is now a second semester junior at Miami (Ohio) University majoring in clinical psychology. She’s giving something back. Cancer is an illness the whole family must endure. My wife, Linda, has counseled many families during their ordeals. It was clearly my turn to give something back and so the odyssey began.

First item was to obtain an entry form. The team fee was $1991. That was the big thing. Hey, with three kids in college and a new grandson (at 45?!!) we hadn’t seen yet, the funds weren’t quite flowing in — just out! I knew this would take care of itself, it’s the little things which try your patience.

Of course, the car of choice would be the DeLorean. We were to visit four children’s hospitals and I knew they would love the car, which they did; besides, I wanted to drive it on a road course! I needed a navigator, so I made a mental list: my mechanic, for obvious reasons, but he was busy and I figured if he goes over the car beforehand I shouldn’t have any problems; my old rallye partner, but he’s lost interest and is busy; my son, in a New York second!

Other little things; $500,000 insurance on each driver, SCCA membership, safety equipment, helmet, watches, tires, lights, provisions, getting my son from Denver to Cleveland and back, toys to give the kids, flashlights with plenty of batteries, etc. Now, all I have to do is coordinate this while I’m travelling on business as well as spending a week in Vail to see my grandson. Piece-of-cake.

I change insurance companies the last week of April and get the million dollar umbrella policy. Got the SCCA membership in Denver (my son is in grad school at the U. of Colorado in Boulder). I saw Stephen Wynne in Houston, almost two weeks before the run, to buy an aluminum coolant water bottle and chat. His car was still in pieces! But his stereo CD system looked great. Bound to make your ears bleed!

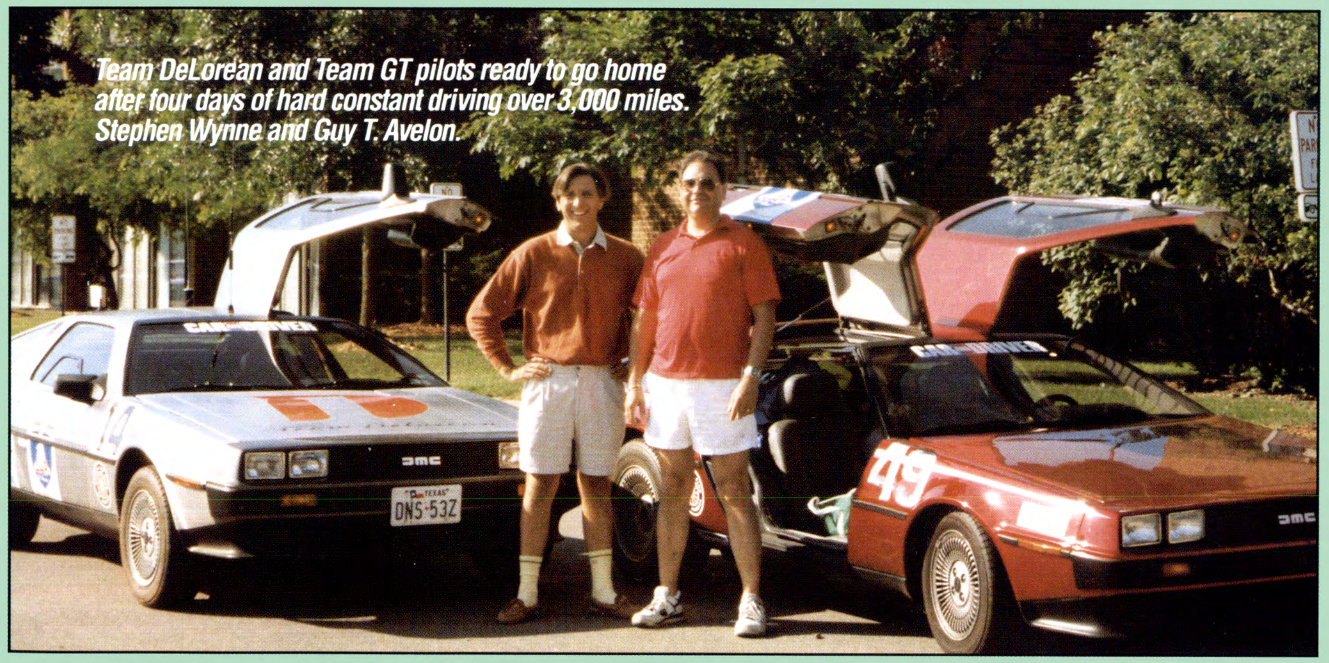
The week before the event I’m in Reading, Pennsylvania, talking with my wife at night. She then informed me that the kind and eager insurance lady called to say her underwriters wouldn’t insure the DeLorean!! After one whole month and NOW they tell us! I am steamed and could see everything go out the window. The next day Linda and I are calling everyone we can. Do you know it is next to impossible to find an agent who will take on a new client...with a DeLorean? Especially a DeLorean. After many frustrating hours (36) we finally found a champion and closed the deal Saturday, three days before we leave. If any of you see someone with hair on their palms following closely behind a sick yak...he’s an insurance underwriter who won’t insure DeLoreans!!

David Bauerle of Bauerle Automotive, aka DeLorean Improvements, in Radnor, Ohio, did a thorough safety check on the car for me. I installed new 100 watt Hella high beams and struck a deal for some Yokohama AVS A+4 tires to be mounted Monday (did I mention I’m prone to Procrastination?). Linda bought $50 worth of “high tech” food (that’s travel food which is ‘good’ for you) since we didn’t know when we would have time to eat and for a protein rush. I certainly didn’t want ‘bran’ anything for the long haul!

My ex-rallye partner stops over Saturday to help me install the H-1 lights and bring over our old lap board with mounted Heuer Sebring watch. My old watch gains a second every minute! It gets replaced in its dusty tomb. The Sebring is a one-hundredth of a minute clock, it’s more accurate than seconds and is easier to add decimals than converting seconds and minutes. However, the minute hand is showing its age and does not function dependably. We rely on the ‘second’ hand. The rules do not permit the use of a hundredth reading odometer or rallye computer run off the wheel so I figure it evens things out.

My son arrives in Cleveland from Denver after mid-night Monday. I get up early Tuesday, June 4, to do my masterful art of packing all of our supplies into the ‘D’. (Hey, you’re talking with someone who packed the ‘D’ for a three-and-a half week trip...with the wife!) The front is re-

CONTINUED ON PAGE 20



Team DeLorean and Team GT pilots ready to go home after four days of hard constant driving over 3,000 miles. Stephen Wynne and Guy T. Avelon.

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DELOREAN OWNERS ASSOCIATION

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Your DeLorean Investment – the Second Decade

Ed Bernstein
Co-owner of DeLorean One

In the last two ads, Stephen and I have been talking about the future of your not-too-small DeLorean investment. How to protect it and better yet, how to watch it grow.

Storing your car is not the answer.

A lot of people seem to think that the best solution is storing their car but it really isn't.

To illustrate why, take a look at this recent case.

A few months ago, we picked up a car in the midwest that had been stored. At first glance, it looked fine but a closer look revealed severely disintegrating leather and rubber throughout. Plus, it wouldn't run.

The owner had stored it in a garage for over 8 years and it had 326 miles on it. He thought that storing the car would keep it like new and he'd end up with a sound investment. Unfortunately, it didn't turn out that way.

Avoiding a significant loss.

Improper storage is an all-too-common tragedy that the owner could have avoided one of two ways. He could have driven the car and made sure that it was well maintained or he could have stored it in a hermetically sealed room to the tune of about $300 a month. Let's face it, $300 a month for eight years for a total of $28,000 is not a great alternative.

Of course, when he removed the tarp, the owner was very surprised to see that his "investment" had declined so dramatically in 8 years because he thought he'd prepared the car correctly for storage. The truth is that with the exception of hermetic sealing, there is no correct way.

Here's what he did.

The owner drained the oil, left in half a tank of gas, put the car up on jacks and covered it with a tarp. Then, moisture permeated the entire car, inside and out, and rotted all the rubber and leather.

Because he had drained the oil, the oil seals dried up and became brittle. Much of the fuel he'd left in the tank had evaporated, leaving a congealed sludge that did wonders to his fuel pump when he tried to start the engine. His tires were so full of dry rot that we couldn't move the car without changing all of them.

The only ones who ended up benefitting from the last 8 years were all of the spiders who'd set up housekeeping in the undercarriage.

The economical answer.

Because the DeLorean has gained classic recognition, we're seeing more and more of these problems as investment-minded owners unveil their squirreled away cars.

Mileage is irrelevant.

Another misconception many of these owners have is mileage. They think that a low-mileage car will be worth more. But that's the used car market not the investment car market.

Collectors only look at the condition of the car because they know mileage can easily be changed.

On the other hand, try as I may, I've never been able to talk an owner who is storing his car into taking it out and driving it. I'm sure some of them think that I just want them to drive it so they'll wear out parts and we'll get to sell them new ones. But, I sold a lot more parts to the man in the midwest than I ever would have if he had driven and maintained his car.

So, unless you've got money to burn, I suggest that you drive your DeLorean. Don't let it sit. Aside from having a lot of fun, you'll save a real bundle of money.

Take advantage of our pickup and delivery service.

No matter where you live in the country (except Hawaii or Alaska) we'll pick up your car, repair it right, and return it to you.

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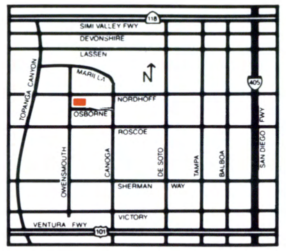

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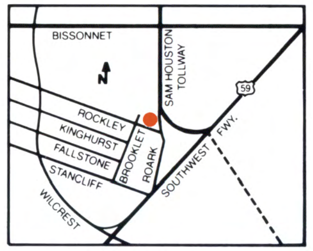

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DELOREAN ONE

KIDS (FROM PAGE 15)

served for 48 teddy bears and stuffed lions my company donated to give out at the hospitals. (The aluminum coolant bottle-also gets stuffed in 'just in case' as I had no time for its installation) I have the only DeLorean with stretch marks. So, at 11:00 Tuesday, my son and I leave for Ann Arbor, Michigan. On the way up I thought it prudent to have son practice with the Curta (an old mechanical rallye calculator which displays official mileage, corrected mileage and your time — a most valuable tool) and get familiar with the mileage correction tables for the TSD (time-speed-distance) portions of the rallye.

We arrive at Domino's Farms and check in. Everything is fine and they give me several square yards of decals with which we are to adorn the car. It's no problem for the ordinary 'D,' except mine is painted. I know, many of you are scoffing now saying "it serves you right to tamper with the original car." Except it is original, just as I bought it from Mark DeLorean in '84. It was custom painted, had the twin turbochargers installed and was used in car shows to test the public's reaction to a painted 'D' during 1982. So, I'm not about to tamper with this original. Foresight told me to bring some scissors, so my son and I cut 1/2" borders around all the decals. Piece-of-cake.

Tech inspection wasn't quite what I had anticipated. It was very elementary; directionals, lights, horn, muffler, flares, tow rope, fire extinguisher and helmet. That's about it. Back in the 'olden days,' the '60s and '70s when I also ran solo events and hillclimbs in other sports cars, the inspectors would always jack each front wheel off the ground, grab the tire and shake it top-bottom and side-to-side to check for excessive play. Then we had to back up about 75 feet, move forward around 25 MPH, hold your hands high so they could see they weren't on the steering wheel, then stomp on the brake. If the vehicle swerved sharply, you were disqualified. My Corvette had tendencies to swerve, but they couldn't see my knee steadying the bottom of the wheel while watching my waving hands. (Sometime in the mid-60s a friend and I rallyed in his '60 MGA. We were miles from home and they also checked for brake lights and directional signals. When my friend learned this he asked if I knew about this requirement. "Sure" I said. He glared "But you KNOW the directionals don't work and the brake lights are questionable!" Love those Lucas electrics. "Not to worry," I said, "use your hand signals." When the tech called for the left turn signal my friend extended his left arm. They had to acknowledge it was a legal signal and we passed.) I had just soldered all the connections on the rear light boards to avoid this.

Team GT ; GT II and GT I, June 7, 1991.

At the start, June 5, 1991.

1
lap
for
Kids

Once we were bedecked with decals, passed tech, we went on our first visit to the children's hospital at the University of Michigan. We were the last to arrive but had an immediate flocking to the car. I jumped out, opened the front hood and exclaimed, "Someone's stolen my engine!" Of course everyone looked. They still looked even more puzzled by all the stuffed animals. "It runs on 'lion power'," I proclaimed. I knew the lions would go over big in Michigan (because of the Detroit Lions, for all you left-coasters). Some of the older kids preferred the fluorescent hats I also had. The caps hide the hair loss effects of the chemotherapy.

We were also the last to leave the hospital. The exit was one-way. We had no instructions. My son, who had visited a school buddy here many times, was directing me by memory and instinct. I, who

CONTINUED ON PAGE 24

FROM CHANG TO BUTTERFLIES

BY JACK SKEENS

"Not all cars, only those that put butterflies in my stomach."

When I was eight years old my mother owned a kennel where she raised Pekingese dogs. One afternoon a man came by to pick up the puppy he had bought, and as he and Mom were extolling the qualities of "Chang" I wandered over to the man's car. When I apparently got too close he politely cautioned me not to touch his car and get fingerprints on it.

I remember this now because it was the first time that I realized there was a difference in cars. I recall comparing his car to my Dad's which was parked nearby. Yes, there was definitely a difference. Our car was a '48 Kaiser; Chang's new owner drove a '51 Jaguar XK-120 Roadster. My Dad never worried too much about fingerprints on the Kaiser. I remember he hated that car because it's Continental engine would only go about 25,000 miles on a set of rings.

I don't remember the name of any other dog Mom sold, but I remember Chang. The man, who drove the Jaguar with black paint so shiny it looked wet, had bought him. I remember everything about that afternoon for that was the day I'd become aware of cars.

So, I began a life of drooling over cars. Not all cars, only those that put butterflies in my stomach. Those low, sleek machines I saw only in magazines or in brief highway encounters. I wandered aimlessly through life, dreaming of the day I would own such a car, until I bought my first Corvette. It was a white '66 coupe with 350 horsepower. Foolishly, I traded it in on a new '69 Corvette convertible which I kept until my wife became with child.

With children, to be more accurate. The twins were born and I soon said good-by to the Vette and hello to the Oldsmobile station wagon that would seat nine adults and had a roof rack that would probably hold a thousand pounds of diapers, Similac and Wet Ones.

After a year, I couldn't take it any more. I bought a '67 Corvette, restored it, drove it, and in true American fashion, wanted more. I sold the Vette and paid $10,000 for a '72 Pantera that needed a new engine and a million other things. I could have bought a new Corvette at the time for $8,000 but the Pantera was exotic, mid-engine and Italian!

"Then it happened. I saw my first Delorean. The visual impact of the actual car, was for me, overwhelming."

It was the worst car I've ever had.

I worked on it constantly. During the three years the Pantera owned me, there was never a day that something major wasn't wrong with it. One day a guy came by, said he could fix the rusted suspension supports and took it with him.

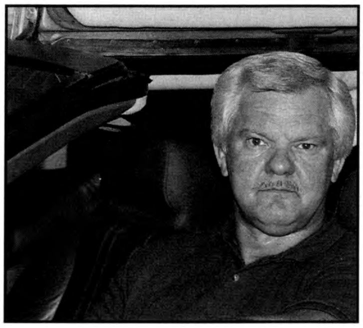
I subsequently bought an MG, then another Corvette ('81 convertible) but by then it seemed everyone had a Corvette. At one time there were around twenty in my town of fifteen thousand.

Then it happened.

I saw my first Delorean.

I'd read about John's car, seen news releases and some photographs, but the visual impact of the actual car was, for me, overwhelming.

I soon took delivery of a new '83 five speed; exotic, exclusive, timeless styling, stainless steel, gull wing doors. The Delorean was what I'd wanted all those other cars to be. Maybe it was a little short on horsepower compared to the Pantera but I could still walk straight and carry on a decent conversation after a four hour trip in the Delorean. After a four hour trip in the Pantera it took two hours minimum to get your body temperature back down to normal, probably a day or two to get your back straightened out. It seemed the ringing in my ears never stopped.



About the Author

Jack Skeens hails from Camden, Arkansas. He has served his country in the U.S. Air Force and is now a Veteran of Vietnam. Returning to civilian endeavors, he is the President and owner of a package design business, Multi-Media Graphics.

At age 48 he has managed to acquire a collection of toys including his '81 DeLorean, '83 DeLorean, Jaguar XJS, Suzuki GS-1000E and a Kawasaki KDX-200. His spare time is divided in a multitude of activities such as sports cars, street and dirt motorcycles, photography, fly fishing, canoeing, camping and hiking.

I'm not one of those who buys a

CONTINUED ON PAGE 37

ONE LAP ONCE MORE!

BY STEPHEN WYNNE

I returned from the DeLorean One weekend at Bondurant driving school on a spring Monday morning eager to dive into the preparation of my racing DeLorean. We'd been working on a ground up restoration for months. There she sat.

The pristine interior, the Alpine stereo, the box-stock, factory-sanitized engine were all there, but only in my imagination. Virtually nothing had been done to the car because we simply hadn't had the time to do it. Oh well, I'll do it myself. I've got lots of time, I thought. It's April 22nd and I have until early June. Four or five weeks. No sweat. Wonder where that cross-gate bracket went? Don't worry, it'll turn up.

Two days later, we dragged the DeLorean One Racing Frame home from the frame shop. She was in fine shape, but wanted just a few bits. Paint, brake lines, clips, shocks, radiator, hoses, hardware, argh! In the course of two weeks, we had the complete, restored, rolling chassis ready for the fiberglass underbody. George, our body man, had spent the two weeks patching and painting the body to its original freshness. The engine and running gear had been given what amounted to a 30,000 mile service.Putting the body back on its frame gave us some idea what manufacturing a DeLorean was like. The frame rolls up under the body, then the body comes down on the hoist, the eight body bolt holes line up perfectly (sure) and voila!, a new DeLorean appears. Well, it didn't have the stainless on yet, but I figured that couldn't take too long.

Mounting the stainless steel body panels on the body frame also gave us some idea what manufacturing a DeLorean was like. The doors are the most difficult. All of the other body panels key on the doors. Misaligned doors mean a bad fit all around. The repainted faciae and refinished engine cover and louvre panels were installed. We had one week to go.

Finishing out the interior and installing a stereo, CB, radar detector, radio scanner, alarm system, cellular telephone, and ten (!) speakers gave us another idea what manufacturing a DeLorean was like. Tedious is what it's like. Wires everywhere. Wires under the refinished carpet. Wires under the refinished console. Wires behind the new headliners. Wires in back of the firewall. Wires to the amplifier under the new seats and wires to the CD changer in the goody box behind the driver's seat. They didn't have it this hard in Belfast.

Jon Spurlin, my rallying companion, had just called for a ride from Houston International Airport. He was ready, but the car lacked one racing essential, DECALS! I raced off to the airport to rescue Jon.

When we returned, the DeLorean was sitting in the parking lot, ready to go. Decals and all! Jon was duly impressed.

We took her out to rub the new off of the Yokahama tires and to give Jon a feel for the car at speed. He reported favorably on the neutral handling and the good grip, but complained that the new driving lights went out in the middle of a hard right-hander on a rural Texas farm road. He's a demanding critic. I installed a higher-value fuse and we made preparations to motor off toward Ann Arbor, Michigan in the morning.

The trip to Ann Arbor was generally uneventful. The DeLorean was smooth and trouble-free the whole way. In fact, it was the whole race. The only problem was in Arkansas where a state trooper questioned us as we crossed into the 'Land of Opportunity' whether we were any part of a "Cannonball" race.

He drawled, "There's a awful lot of antennas on them cars. Yur not Smokey the Bandit are you?"

"Uh, no, officer, just radio hobby ists," Jon replied politely.

There were some official papers to complete and exchange and then off we went again at a pace more suited to ham operators and the contemporary sensibilities of the State of Arkansas.

In Ann Arbor, we got two equally useful things. First, an entrants' packet full of route instructions, amended rules and high performance DECALS! Second, there was a drivers' meeting on event do's and don'ts. This featured a talk by Brock Yates on the dangers of driving what were essentially street vehicles with decals. The television media people were out in force for our departure from Domino's Farms in Ann Arbor. We were off to Nelson Ledges to the whirr of cameras.

Nelson Ledges, Ohio was Jon's first go at an open racecourse. I could tell that he enjoyed the experience when he removed his helmet after his first hot lap.

"WOW," he said, and he meant it, too. His hair was standing straight up.

Oil City, Pennsylvania was our next stop. This is the home of Quaker State Oil Co. We were greeted there by hordes of Pennsyltuckians waiving their QS flags and gimmie caps. The check point was a platform where an announcer gave us an introduction to the crowd and our time slip.

The stretch from Oil City to a place called the Cannonball Pub in Wyoming, New York was supposed to be an easy time-distance rallye section. "This stuff is our meat," I told Jon. "I'll just give you the pace and you can do the rest."

What does an 'unimproved' road mean in America? It means five miles of dirt road is what. It means curves, bumps, potholes, rocks, animals (quick and dead), and more dust than is proper for a public highway. The pace was set at 35 mph which, on the adjusted Wynne Scale of Sporty Motoring, is just between Slide Clyde and OOPS! It was on this stretch that the competitor, known (at his own request), as "Bad Dawg" collected a deer, swapping it for some front-end damage. Thereafter, he was known, by acclamation, as "Huntin' Dawg."

Radio and TV reporters with the weapons of their trade greeted us in downtown Wyoming. We made our way toward the Cannonball Pub amid a welter of acned youth asking how fast it would go and nubile young

Jon Spurlin entertaining well-wishers while refueling in Wyoming, New York.

women asking oh so sweetly for our autographs. Not too shabby, as we say in Texas.

At the pub itself we were treated to a pleasant dinner as guests of Brock and Pamela Yates.

Next came the run to Watkins Glen, New York. It included a time-distance rallye that ended at the gate to the race track. Last year, Ed Bernstein and I wished for Jon's digital magic along these roads. This year, he and his machine were here. The event that was held on the track itself was a regularity run. These should be fairly tame affairs, just make the same mistakes twice in a row. No problem except night racing, without track lights, is the scariest sort of dues I wish to pay to become a sports car racer.

Off to Pocono, New York. I slept the whole way and didn't feel a thing. Our lad Jon's a marvel. He woke me up at Pocono only to tell me that the event was canceled by the SCCA steward for moisture on the track. Rubbish! We ran it last year in the rain.

I started out driving from Pocono at my customary 65 mph and another solicitous officer inquired about our "Silver Porcupine" (the description given us by truckers on the CB). He was also curious about our speed in his progressive state. We exchanged more pleasantries and paperwork and went away, again at a more leisurely rate on toward Charlotte, North Carolina. Shoot, in Texas we don't change states as often as they do up here!

Charlotte was three VERY hot laps on the Motor Speedway in broad daylight, just like the good ole boys. No restrictor plates here, just a few cones on the back straight as a chicane to keep the speeds down. They don't put 'em there for Dale Earnhart, do they? Anyway, I had a grand time on the mixed track and brought the car in with the brakes smoking.

"You look like you had a good time," Jon asked. It must have been my hair standing on end.

Dinner was served at the Charlotte Motor Speedway Club. I was surprised and gratified at the elegance of our reception. These folks know how to build a racecourse. We got to sleep that night, then off to Chimney Rock, South Carolina.

On the way to Chimney Rock, Jon and I were discussing bad luck on rallies. "The worst thing to lose," Jon said, "is the speedo." Right on cue, the needle went directly to no mph, along with our hopes and spirits. We decided to fix it immediately to save making large guesses. While Jon pumped petrol into the tank, I reached into my bag and, like a magician in Vegas, produced a spare angle drive. In the time it took to fill the tank, I was able to wrench out the bad old angle drive and plug in the good new one.

The course at Chimney Rock is a private road that winds tightly up for a mile and a fifth and then back down the same road. Your mission, as a racer, is to do it at a given speed.

The second worse thing that can happen on a rally is to lose the clock. As we sat at the starting line, Jon said, "You better go on. The clock isn't working. Just do it how you feel it." So, up I went, trying to feel 35, on the average. A few yards from the top, Jon announces that the clock is now back with us. We use it on the way back, but when the results come out, I find that the run up the hill, without the clock, was closer to pace than coming down with the clock's guidance. Another triumph of metaphysics and no one cheered.

On the way to Georgia's Road Atlanta, we stopped off at the South Carolina home of the "Bad Dawg" and Travelier Camper Tops for a light lunch. On the wall was a handsome picture of the Bad Dawg itself, onto which some wag had appended a picture of a deer over the right front fender and captioned the change, "Bad Deer."

At Road Atlanta, Jon had an off-the-track experience when he guessed wrong at a blind curve. I should have warned him, but didn't remember the turn until he announced his presence there with dust and tire noises. I comforted him with age-old racing advice, "Now you know which way it bends. Go out there and go faster." So he did, and returned with his countenance and hair both testifying to his good time.

In Jon's words, "I'd never seen the track before and there was no practice lap. The first two turns didn't look bad on the map, so I went flat out in second gear looking for turn three. By the time I got to the top of the hill doing about 65 mph, I realized turn three was at the top. By turning the wheel and braking hard, I spun 360 degrees sliding off the track. I was very lucky there was only dirt."

The night racing through the hills of North Georgia reminded me of driving in the French Alps. The posted speed limit constitutes a dare more than a legal constraint. It's as though the State of Georgia has said, "Fifty-five. Are you a man or a Yankee?" So, naturally we did extremely well. The combination of car, appropriate driving style, and pinpoint navigating gave us a shared first. We even beat Jon Buffum in his 1991 Dodge Stealth who eventually won the rallye.

At Indianapolis, Indiana, however we were knocked out in the second round of the bracket drag racing. John Buffum and the big BMW's were eliminated in this round also, so we didn't feel too badly. We didn't go on to win the race either, the way Buffum did, though.

CONTINUED ON PAGE 38

KIDS *(FROM PAGE 15)*

"You always left a little part of your heart behind..."

What it's really all about.

Sunday morning with the kids, Flint, Michigan, June 9, 1991.

have a tremendous sense of direction, got lost. We got dumped onto a freeway, were caught in the exodus and it got worse. "I hope this is not an Omen," we collectively uttered. A ten-minute trip turned into 40, so we were just a tad late for the drivers' meeting.

Fresh and ready we started at Dominos Farms Wednesday morning, June 5, at 8:00 AM plus your car number. This is SOP to space the cars out and you don't have people following one another, hence the one minute intervals. Stephen Wynne and DeLorean One team mate Jon Spurlin were car #14. As car #49, we started 35 minutes later. There were 78 entrants with 14 factory-sponsored teams.

The first leg took us from Ann Arbor to Nelson Ledges, Ohio, near Niles. The 'Route Book' contained directions, mileage reference points and speed changes, as all speeds were to be at or below the posted legal limit (ha). En route, son, (who has been nameless until now because he has the same name as I so we call him GT; ergo, Team GT) practiced speed changes on the calculator and estimated mileage correction factors to match the official mileage. This is of extreme importance since odometers are not created equal, so we have to match ours to that of the rallye master to avoid being early or late, or missing a mileage turn.

At 12:39, after 216.15 miles, we turned into Nelson Ledges. This is a 2.0 mile road course. Here we have a 'solo' event or time trial where only one car is allowed on the track at any given time. There are control pylons placed along the track to change your 'line' or for gate controls to keep the speeds from being excessive while still trying to go as fast as possible. If we ran an 'open' track at full speed, our cars would need roll bars, fluid catch tanks, fuel cells, fire control systems, etc. The drivers would need competition licenses, and be required to wear fire-resistant suits (and fire-resistant underwear; and yes, it is hot!). The entry form stated we needed a Snell (like UL) sticker in the helmet, as opposed to the cheap helmets you can buy at K-Mart. They didn't say what the sticker date had to be. My Bell Magnum was '71, they were only accepting stickers as old as '75. So they told me I had to borrow a helmet for the speed runs. I did for the first run but noticed no one checked so I used my old brain-bucket for the subsequent runs.

Was I apprehensive? You bet. Here I was back at a track I had run 15 years ago in an open-wheel formula race car. I had won several times here and could see the track in my sleep. Do I become overconfident or realize I'm now in a car about three times heavier?

We park next to Stephen and Jon. Unfortunately, they had already run. As we unpacked the gear inside the car we are book-ended by a ZR-1 and a Consulier. The air is heavy with the acrid smell of hot brake pads. As I inflate the tires to racing pressure, my mind wanders to the track. I said to myself, "Self, you've never really driven this car!! Sure, you've written about how to drive but you're sitting at a desk taking slow-motion turns. How about a hot lap in real-time, in THIS car! And, you are not yet familiar with these tires. You don't know the breaking point, you never thrashed your baby around and you have never driven in the red-line!" Boy, does HE know how to deflate an ego.

It was now time to go on the false-grid. The first run is to be a recon run of the track to get the feel and lay of the course. No problem. I take off. The first few turns are just as I remember but there is no forward brace from a roll bar to lean against as I execute a high-G turn. I note the tires are biting well without much verbal complaint. The back 'carousel' used to be a flat out turn in the center groove, they have pylons here but the turbos are kicking in at full 3rd gear and I estimate 80-90 MPH as I dump out onto the back straight. No time to really look at the speedo but I'm in 4th heading down the back straight towards the pylon gate control trying to plan my breaking point, turn and exit strategy. The gate control causes you to execute a very tight 'S' or esse as we say.

We couldn't go onto the track to measure the distance between the three rows of pylons but it appeared to be only 4 feet. However, referencing some pictures we took of Jon at Charlotte, it was more like 40 feet. (Ever notice the white stripes in the center of highways? They appear to be 3 feet long but are actually 10 or more feet long.) Now imagine approaching many rows of orange pylons at a speed of over 100 MPH then rapidly decelerating to enter a narrow opening. If you slowed to just 35 MPH the car is moving 51 feet per second, in which case you'd best be doing some fast and fancy maneuvering rather quickly.

I brake hard, go to second gear and find it hasn't caught up with the rest of me yet. I motor through the gates in 3rd gear. I cold have pushed faster! Entering the 'key hole,' I double-clutch, find second gear and blast towards the red line and the starting line for the timed hot lap. As I cross the line I speed shift out of 2nd around 6000 RPM to 3rd and grind meat. Great, or I should say 'grate.' A real crowd pleaser. The rolling start was made in 4th gear at way too low R's.

I knew the syncro was squirrely but in-town driving was no problem since I never took it over 5000 R's and highway jousting was done from 3rd upwards. Otherwise, it was all smooth easy driving. It was never pushed hard. David told me it would be another 500 Yankee green to fix the malady. I said 'next time' since I wanted the car safe and reliable, so the money went into new tires. (David, as soon as I finish paying you off for this job you can count on fixing the syncros next!)

Our scores were not indicative of what we could have turned. However, our lap was at 1:46.219 and Stephen and Jon's time was 1:49.887. I can attribute the 4-1/2 second difference to familiarity with the track, even with a rotten 2nd gear. One recon lap is not enough to pick up on a track's nuances. By comparison, the fastest time of day (FTD as we call it, which has nothing to do with flowers) was turned by the eventual overall winner John Buffum. Driving a '91 Dodge Stealth RT he blistered off 1:28.436! I can remember 18 years ago he was nicknamed "Stuff 'em Buffum" because he kissed a lot of ARMCO on the track and made many off-course excursions on road rallyes. He also did his share of winning, even here at Nelson Ledges. Things do change with time.

At 2:39 we leave and rallye free-zone style to Oil City, Pennsylvania. A free-zone, or transit run, is not a timed control section but is designed to move the cars from one section to the other.We are given a 40-minute window we must drive within so we can make stops. It also serves to prevent the 'hot-shoes' from excess. You don't need a calculator to envision what speeds you can reach on the early side of the window if you're late. (That's the fun part.) But we diligently maintain a modicum of decorum and arrive in Oil City 94 miles later at 4:30. As we entered town, the streets were lined with waving people. We were directed to the front of the corporate headquarters for Quaker State Oil Company, a co-sponsor for One Lap, where we passed for review. Banners were flying everywhere emulating a carnival atmosphere. All the cars and their pilots and co-pilots were introduced through loud speakers to the cheers of the crowd. What an experience!

After wolfing down a box lunch provided by the sponsors, we left at 17:04 (ha! can't use your digital watch to figure this one out, can you?) to head for Wyoming, New York. I travel a lot for fun and business, have been to all 50 states and then some, but I never heard of Wyoming, New York. This is a small (very) town where Brock Yates has his Cannonball Pub. (Brock is an editor for Car and Driver and was the founder of the infamous Cannonball Baker Sea-to-Shining-Sea Memorial Rallye. He won the first of the outlaw events in 1971 driving a blue Ferrari Daytona. If memory serves, the last run in 1980 was won in a Jaguar XJS in 34 hours and change, figuring to be an average speed of 88 MPH.)

The fun part was driving through Allegheny National Forest; the mountains, the winding roads, the dips...the freshness emanating from the navigator's shorts. Then we encountered a road numbered 666 and expected to experience a parapsychic event on the road. That didn't come until later at a restaurant in Speedway, Indiana. As occasionally happens, we were placed on a 3-mile stretch of gravel road, where I barely went 15-20 MPH. I was passed by a 4x4, Bimmer and a few others, until we got back on solid ground again. then it was catch up time, much to the chagrin of GT II. I steadily got the feeling for the new tires rather quickly down the back roads at plus 75. (People who were trying to follow us later told me the 'D' was very flat, very little body lean, and smooth into the turn...they couldn't keep up.)

As we traversed the countryside from Pennsylvania to New York, parts of the route were lined with people watching and cheering us. It reminded me of the roadside spectators at European rallyes I watched on TV. I wasn't sure if they knew we were coming or figured something was up

CONTINUED ON PAGE 26

KIDS *(FROM PAGE 25)*

after the first 10 cars blasted through. Families had their lawn chairs out watching, waving and cheering us on. Of course we had to do a four-wheel drift into that turn…

After 176.89 miles later we entered Wyoming around 20:30 where we were greeted by more cheering crowds. We popped the doors open as we drove through the crowd and received more cheers. Again there was an announcer present who introduced us to everyone. Good grief, where'd all these kids come from?? All had hands bigger than Wilt Chamberlain which wanted to touch the car. We parked in a 'secure' area and had a free meal at the Cannonball Pub which was really good.

Feeling full, we left at our appointed time of 21:59 for our first timed rallye section towards Watkins Glen, New York. While we were eating, son was diligently marking the speed changes in the Route Book and looking up the proper correction factors. We're ready! Somehow during the early stages of the rallye, the speed factor on the side of the Curta was accidentally bumped. Son was telling me I was late. I went faster. I was still late. I went faster. Finally we agreed something was awry. It was 'seat-of-your pants' time. Miraculously, for a 100-mile run, 90 minutes and three check points, we were only penalized two points and zeroed one control. In rallye scores, the lowest points wins. Jon's navigational skills gave them a zero for all three controls.

> ***"Of course we had to do a four-wheel drift into that turn..."***

Watkins Glen is a beautiful track. I always loved to attend the U.S. Grand Prix which was in October when all the trees in the Glen were vivid with their autumnal splendor; the crisp air, the smell of campfires and the occasional car fire from 'the Bog.' Those days ended in 1980. I only raced here once. It was interesting and challenging, as much as Mid-Ohio, with its scenic landscape. At midnight, there isn't much you can see to recognize. The challenge here is to make a regularity run. It has nothing to do with rest rooms but by now it was a good idea to locate the nearest station.

A regularity run meant you had to match your previous base time. Of three laps of the track, the first was to establish base time, recorded by hidden check points.Your second and third passes had to match your first AND (the kicker) keep within an average speed between 50-55 MPH; no more, no less, otherwise penalty points were assessed. This would really be a piece-of-cake if it was daylight where you could see reference markers and the hands of a watch. I mean there was NO moon either! Thank heaven for the 100 Watt Hellas. For a four-and-a-half-mile run, I was only off 6 seconds which netted me placement

CONTINUED ON PAGE 28

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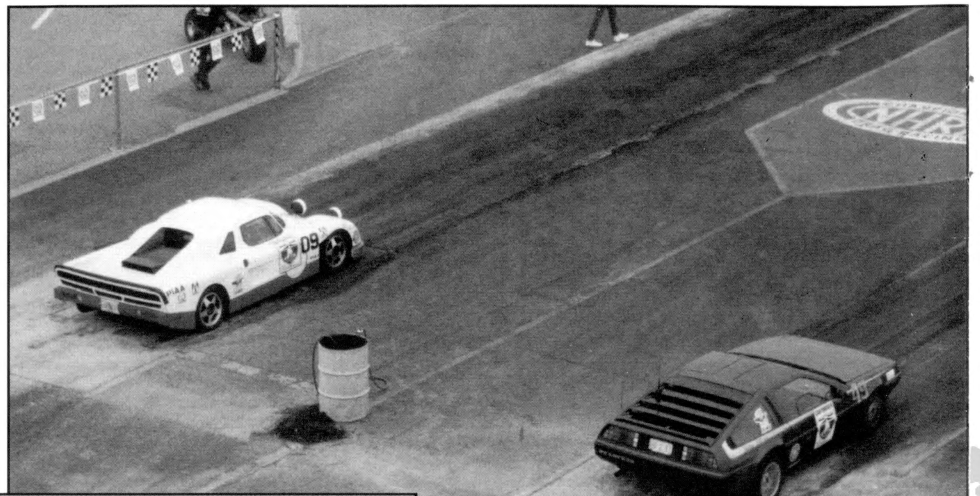
KIDS *(FROM PAGE 26)*

points for 11th in this event. Team Delorean had 20 penalty points for 34th. However, overall, Team GT was tied for 17th and Team DeLorean was in a tie for 19th.

After the run, we were so wired we couldn't sleep or nap. We left at three A.M. for a free zone run to the Pocono Motor Speedway. It was now June 6th. We entered the track 150.46 miles later around 6:30. Parts of the track were wet and the SCCA would not sanction any runs. The weather had cooperated for all of us so far; the dampness was left over from days prior the event. The track facility served us continental breakfasts. We ate and tried to sleep but were still too keyed. I figured my son would be two hours later getting tired than I since he came in from Denver…no way. We both got groggy together around 8:30 on our way to Charlotte, North Carolina. It was about then I sacrificed my driver's mirror to avoid hitting an errant dog who wandered onto the highway. After the event, several of us were comparing their 'road kills.' One hit a deer and another impaled a bat on his grill. Me? I took out an orange construction barrel!



Indianapolis Raceway Park. Team GT and the Consulier, June 8, 1991. "The car I'm up against is a Consulier. I'm dead. The lights tick down and I launch first because of my handicap. I win! He red-lighted."

Jon at Indy, June 8, 1991.

We try to alternate driving/sleeping, but I'm wide awake now. Traversing Pennsylvania we break into Maryland, hit the tip of West, by God, Virginia, and on into Virginia en route to Charlotte. Driving through Virginia without having your radar detector standing watch is a real beast!! Detectors are unlawful here and it seemed the state went on forever, just plain never ended!

Along the way I just had to stop at a rest area to wash and shave. Somewhere out there is a rest stop with the top cup to my thermos bottle. At 17:45+ (just keeping you on your toes) and 593.66 miles of endless road, we enter Charlotte Motor Speedway. Here I find I cannot inflate my tires. It's not the pump's fault, the fuse has blown, which also explains why the CB wasn't working through Virginia. I also discover the antenna motor does not want to shut off. Stephen fixes this for us in 5 seconds by disconnecting a wire. Sure, easy when you know how.

At Charlotte we ran the infield road course, came out at the entrance to the first high back turn, down to the flat straight where there was a control gate, back onto the other high bank and down to an immediate set of gates, then end. One recon run was again allowed before the timed hot lap. I don't mind saying I never cared much for NASCAR racing. I have been to many of their team shops and know a lot of the drivers, but come on, 'stock' cars? Only their profiles are stock; and besides, the banks didn't look too steep on TV — until you get ON that puppy! These banks are steep! Thirty-something degrees don't look too bad on your high school protractor; just try standing or driving on a REAL object that steep.

With the speed controls, our cars couldn't attain enough speed to go too high on the banks. Sure my mind is telling me the great gods of physics are going to keep me on the track; my butt says otherwise. I come out of the road course section almost sideways to get enough speed to go high enough so I can let the god of gravity shoot me down onto the straight at a higher rate of speed. (Good plan.) Into 4th gear I estimate 105 because I ain't looking. It's getting dusk, the grandstands cast an early shadow across the track and I find I'm losing depth perception as I stare at the oncoming rows and rows of orange pylons. "Whereintheheck is the opening?! I can't tell! I watched some of the other drivers beforehand to see their approach and breaking points. It appeared the opening was on the right. It was, but second gear was left…way left. On the hot lap I try a new strategy; brake late and hard, go through in first and out in 2nd. (Good plan.) Second gear will not be engaged on the up-shift past 4000 revs, thank you very much, and it was another unspectacular 3rd gear exit. It took forever to get the RPMs up. On the back I only got up to 85! To show how utterly poor this run was, my time clocked in at a whopping 2:20.46, compared with Jon's run of 2:09.00. At least we beat the Previa! It was still an experience to be on this track. We ate in the restaurant at the track and spent the night in Charlotte in a room with a shower and a real bed!

After a restful night's sleep, a small group of us who are to visit the children's hospital in Atlanta leave before 7:30 to Chimney Rock, North Carolina. Many sports car clubs make annual pilgrimages here to assault the many turns and switchbacks in quest for the ultimate FTD. It was like being in the presence of an icon. I've heard so many tales, read the accounts and seen old Super 8 movies I was naturally in awe to be here.

The requirement here seemed to be simple enough. There were four check points on the hill. Both driver and navigator were allowed in the car for this. An average speed of 30 MPH had to be maintained going up and back down. No problem. Let's see, it takes two minutes to go one mile, adjust the Curta, set the clock…piece-of-cake. We get up to the starting line; I'm waiting for my navigator to start me; he's waiting for the starter to start me but the starter is having no part of this because it is a self-start! I realize this when the 'starter' holds his watch out for us to see we're 12 seconds past our start time! Zounds! Or words to that effect. I can see the first check point from where I sit. I fly. Did I ever! Reviewing my time sheet, I was 7 seconds late to the first control. However, in my exuberance to make up time, I am 19 seconds early) for the second and 23 seconds early for the third. That's 49 penalty points just going up! Fortunately, they threw the fourth control out. What can I say; the 'D' felt so good I got carried away.

The DeLorean "is a lovely driving machine and even somewhat forgiving."

Recriminations aside, we got our heads together at the top of the hill to prepare for the run down. This time we started on our mark hit the first control 1 second late, 5 late for the second and 6 late for the third for a score of 12. Now, a total score of 12 would have given us placement points. We had a total of 61 points for a 69th place in this section. Team DeLorean got an 11 going up and 19 down for a total of 30 finishing 42nd. The winner was only late one second at check point two and zeroed the rest. The rallye vehicle? It was a '91 GMC Cyclone sport pickup.

This finally over with, the 15 of us made a dead run straight to Atlanta for a visit to the Scottish Rite Childrens Hospital. Dr. Brown, the organizer of the One Lap for Kids charity, had a support vehicle meet him at the various hospitals. It carried boxes of T-shirts, hats and stuffed animals and toys other companies had donated. These were also distributed to the kids inside who couldn't come out. I still had bears and lions stuffed in every conceivable place which we were still giving away. We were there for an hour and a half, then left at warp speed to the Road Atlanta race track in Braselton, Georgia.

In the back section of the Route Book are diagrams of the tracks we are to run. What it cannot tell you about the track is its topography; which is why they give you a recon run and why you'll see the serious professional race driver walk the track in the early morning hours before practice and the race. This is to pick out the rock or other landmark to denote a shift point or apex. Not here at Road Atlanta. No recon run. Those who hadn't run the track before wouldn't know about the blind almost 90-degree turn at the top of the hill (ha, ha!).

This time I decided to try the old heel-toe method to keep the RPM's up while I downshifted to 2nd. Keeping the R's up will help match the speed of the engine to the rotating gears of the transmission so meshing will not resemble mashing. Just as important, keeping the R's up makes for a quicker exit. Hey, this all sounded great and will work well, but if you haven't practiced something over and over you lose continuity and timing as well as smoothness. Sure, I've heel-toed recently…at the stop light, but downshifting from high speed, smoothly, while planning your next move and keeping the car balanced and under control THIS instant takes practice. To some extent it works much better, sloppy, but in Reeboks?? Gimme a brake (ha!). Tennies don't slide too well and are too wide in some areas to get a 'feel,' besides they're not SCCA approved. While I'm waiting in line for the next run, I slip in a special tape I made before we left…Danger Zone from Top Gun, just to get my adrenalin going. I do much better but still blow a third gear shift and lose revs on the back gates.

Jon was telling me he was running well into the red line. Why is it we can always do so much better in someone else's car? Besides, I don't have a spare engine either. Practice and familiarity help. My second run was 4.64 seconds faster than my first and I was still having problems. Jon finished 59th with a best time of 2:01.79. I finished 60th with a time of 2:02.20; that's only a difference of 0.31 seconds. It was still frustrating! FTD was the Stealth at 1:33.97.

The timed runs finished, we had a few hours to kill before the night rallye. Our high tech food and mystery meat in the cooler are farthest from our thoughts. "Big Al's" loomed large on our lobes. It was a sign we passed as we turned off the highway to the track. Son and I got a junk food attack; Big Al serves pizza! We were the seed car. The joint was empty when we entered. When we left we'd started a party.

At 20:49 we left the track for 41.89 mile odometer calibration run. That's the longest odo check I ever made as they usually are around 10-15 miles. We have 65 minutes to get there. It is

KIDS *(FROM PAGE 29)*

more than enough but not a whole lot. Traffic and terrain present interesting driving conditions; however, the fun was just about to begin.

Restart was 21:54 at an average speed of 53 MPH. The posted speeds were 55. "You have to be kidding!" We thought it hard to believe the locals could maintain the 55 limit on these roads...and they know the road. They called this section Brasstown Bald. I'll say, you had to be made of brass to average these speeds. We're now in the Georgia mountains along routes 60, 19, 129 and 180, (if you ever are in the area, I strongly recommend taking this route for the time of your life), with more twisting and undulating roads that you knew God made for times like this for people like us to enjoy. These were the wildest set of roads I've ever run. Good thing for the 100W beams, the tires with the funky asymmetrical tread and the turbos for the power to pass the slower locals in the limited passing areas. I believe the navigator was suffering from vertigo, muttered something about St. Christopher, but he kept me on time.

The route 180 spur was a 2nd gear max climb. The average speed dropped to 30 MPH and my gut feeling told me there was a time control at the top of the hill. We got one penalty point for the run. Unfortunately, the results did not tell you if you were early or late. I suspect I gunned it too much at the top for an early arrival because we had been right on time. Instead of scoring us by the second or hundredth of a minute, as is normal, they used a 59-second window; which means you could be 59 seconds late and zero the control, one second early will get you a penalty point. At the top we relax and swap stories about the locals in their pickups, Vettes and Camaros we had to blow off to maintain average speed. We leave, go back down the mountain, get to the main road and turn right.

The whole purpose of a rallye, besides being on time, is not to get lost. We've done an admirable job so far; except at the bottom of the hill we should have turned left. I figure his navigator's shorts are still too high from the last section and are giving him dyslexia. Of course, we're 20 minutes out before we realize this ain't the way home, Toto! Retracing our steps we get back on course but are down 40 minutes. Son turns the page of the Route Book, reads we exit right toward 64, then towards Cleveland.

Cleveland? Turns out to be Cleveland, Tennessee. Going through this small burg some time after midnight I notice a car right on my tail. This always irks me and it is so close, the lights blind me so I cannot tell what kind of car it is. I am going the speed limit and have nothing to fear. As we cross the town line I am about to downshift to 3rd and blow this bothersome local's doors off when the rear window is further illuminated by the sudden intrusion of flashing blue lights. Pilot and co-pilot look at each other. This is not a good sign.

I pull over and expect to see some portly officer exclaim "Yo in a hep 'o trouble, boy!" Not so. He almost looked like Spike, Snoopy's erstwhile brother, so I figure we're in Tennessee. He also asks if I've been drinking. Huh? "Well, there's this gin mill back down the road and your tires crossed the road a couple of times," he said. Well, golly, I hadn't heard the expression 'gin mill' since Aunt Bea. GT II reminds me it is a Friday night. By this time I'd forgotten WHAT day it was. This burg's finest asks for my license and insurance papers. In Ohio we don't carry our papers (we're already housebroken) but I did have mine for registration purposes. I explain I was ticked at him following too closely, thinking he was a local hassling me. After what seemed to be over a half-hour he came back to the car, said I check out and let me go. Now we're really down in time.

We get gas, switch drivers and get onto I-75 the same time Rocky Aoki, the owner of Benihana steak houses, enters the ramp. He and his two co-pilots are driving a 1973 Porsche...a STRETCH 911 Targa, no less. Both front and rear sections of the four door have targa panels. The rear is sculpted like a 959 and he has a giant beer bottle painted along the side. What a guy. I believe they had some type of cloaking device as we both shot up I-75 towards Indianapolis well in excess of the double-double nickel. We got to Benney's in Speedway for breakfast by 6:00.

I pull into the parking lot and head for a secluded spot in the back of the restaurant. I notice a small white object in my path which looks like a styrofoam cup, so my front tire runs it over with a definite crack. Before I move another foot I stop and open the door to examine what I just pulverized. Now here's the spooky part, the delayed parapsychic experience from route 666: the object was a hard, white plastic vitamin bottle which contained several small sockets, packaged aspirin, a 20th Anniversary trans-Am pin and two 20 amp GM fuses! Providence! I replace the blown fuse and the CB and radio memory are returned to working order — and I even have a spare fuse!

After breakfast we go down the road to Indianapolis Raceway Park for bracket drag racing. This is a new experience. I must have been hypnotized by all the flashing lights on the 'Christmas tree' because my reaction time from when the light turned green to when my left foot actually left the clutch was 1.237 seconds...time enough to take a nap! Shifting smoothly into second gear below 4K and third below 5K, my ET was 17.839 seconds at 79.19 MPH. Jon was in the 18s and had a much quicker reaction time. The second run I pull up to the staging lights playing Sammy Hagar's "I Can't Drive 55!" I'm more alert and have a quicker reaction time of 0.8 but have a slower ET in the 18s...I sat and spun the tires after I tripped the light.

For the next runs we had to estimate our 'bracket' time which we couldn't go under, yet still beat the car in the next lane. The car I'm up against is a Corsulier. I'm dead. The lights ticked down and I launch first because of my handicap. I win! He red-lighted...too bad! the next run I'm up against the Previa. Fatigue sets in and I swear I was watching the lights in his lane because now I'm in the left lane and all my previous three runs were in the right. No matter, I blow another shift big time and he wins. The eventual winner in this trial was a 1978 Buick Century Wagon. He had a very big block engine which cranked. It wasn't the outright fastest which won, just the most consistent within his bracket.

CONTINUED ON PAGE 37

BEFORE ITS TOO LATE !

BY RAY HAUG

Did you know that the DeLorean brakes were rated among the best in the world during the early 80s? Have you wondered just how much life your DeLorean's brake pads may have left? Has it been 6,000 to 10,000 miles since your brakes were last checked? Would you like to replace the brake pads? Are your parking brakes slipping a bit when you park on a slight incline, and you would like to adjust them? Did you know that the parking brakes can be adjusted just by using them more often?

If you are a "mechanically inclined" DeLorean owner that enjoys an occasional weekend "Do-it-Yourself" project on your cherished classic car, then this article is just for you. Step by step instructions are provided on (1) self-adjustment of the parking brakes, (2) inspection/replacement of the main service brake pads, and (3) inspection/replacement of the parking brake pads.

INTRODUCTION

The DeLorean's four wheel, vacuum assisted, hydraulic disc brake system consists of 10.0 in. diameter discs with 279 sq. in. on the front and 10.5 in. diameter discs with 262 sq. in. on the rear. The disc brakes are applied with separate front and rear hydraulic circuits. The hydraulic pressure for these circuits originates at a tandem master cylinder which is operated by a mechanical/vacuum power servo unit when the brake pedal is activated. Separate parking brake calipers and pads are located on the rear discs. Road & Track Magazine's Road Test Reports indicated the DeLorean's overall brake rating was Very Good with a stopping distance from 80 mph of 260 ft. The DeLorean's brake rating was in the top 15% of all vehicles tested by R&T in the 1981 through 1983 time period. Even today, the DeLorean's braking performance Is comparable to the Nissan 300ZX at 273 ft. and the Toyota Supra at 259 ft..

In order to maintain the DeLorean's braking system in top operating condition regular inspections, and replacement of brake pads and other critical braking system components when excessive wear is noted, is most essential. If you have noticed a decrease in braking ability, have heard some strange noises when you apply the brakes, or are just plain curious about your brakes, then read on.

If you decide to tackle the job, you will need the following tools:

- Floor Jack
- Wheel Chocks or Blocks
- Wheel Lug Wrench
- Torque Wrench with 19 mm (3/4")
- Deep Socket
- Groove-Joint Pliers
- Needle-Nose Pliers
- Straight Screwdriver
- Wire Brush
- Anti-Seize Compound
- Anti-Squeal Compound
- Marking Paint
- Flashlight or Trouble Light

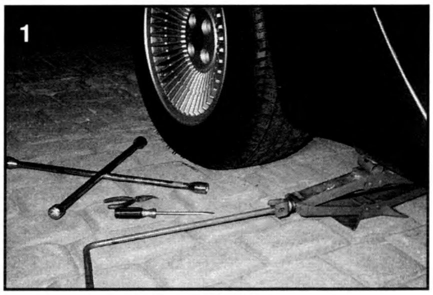
PARKING BRAKES ADJUSTMENT

The parking brakes on the DeLorean are mechanically operated caliper and pad assemblies located in front of the rear wheel service brake caliper assemblies. The parking brakes are operated by the parking brake lever along side the driver's seat pulling two separate cables which actuate the parking brake calipers. The parking brakes are self adjusting by means of a spring loaded ratcheting paw located within each parking brake caliper assembly.

If your parking brakes are not holding your DeLorean when you park it, or the parking brake lever must be pulled greater than 10 to 15 degrees from the horizontal position to actuate the parking brakes, try the following procedure to "self-adjust" the parking brakes: On a smooth dry surface (a traffic free empty parking lot is great!) bring the vehicle to a stop from a speed of 30 mph six times, with one-minute intervals between each stop, using the parking brake lever. If the parking brake performance is still unsatisfactory, proceed with an inspection and adjustment of the parking brake caliper assemblies when you make an inspection of the rear wheel brake pads.

FRONT WHEEL BRAKE PADS

Block the rear wheels, loosen the lug nuts on the front wheels, and proceed to jack each front wheel off the ground. Before removing the wheel, remove the lug nut closest to the valve stem and mark the end of the stud with marking paint, so you can replace the wheel back in the same position after you have competed the job and preserve the balance of the tire and wheel. Remove the front wheel and tire and set it aside. (Photo 1)

1


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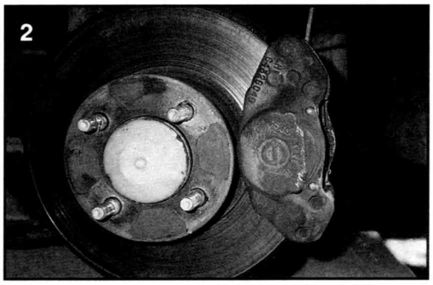

The front wheel service brake pads are located in a fixed caliper assembly on the rear of each front wheel disc (Photo 2).

Each caliper assembly consists of two opposing hydraulic pistons, two brake pads, and two pad retaining pins. With a flashlight, or trouble light, inspect the disc, the brake pads, and the piston seals. If there is any evidence of brake fluid on the piston seals or caliper assembly, or if the discs are excessively grooved, then consider having a brake service or DeLorean service facility make the necessary repairs as soon as possible. Otherwise, proceed with inspection of the brake pads.

Slowly separate each brake pad away from the disc by using groove joint pliers to squeeze the pad towards the piston. (NOTE: If the brake pads are excessively worn, brake fluid may overflow the master cylinder during this step. Check the area around the master cylinder, located behind the left front wheel, and clean any spilled brake fluid with brake cleaning fluid or alcohol to prevent

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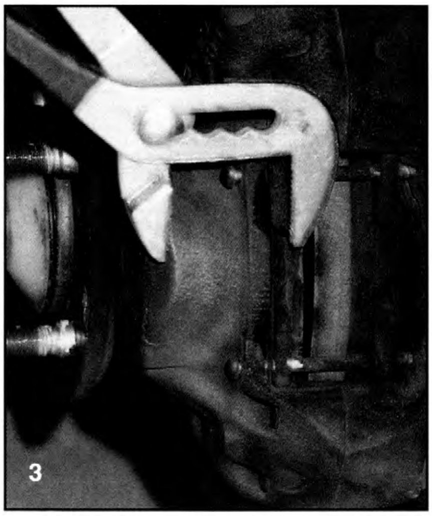
STOP CONTINUED FROM PAGE 31

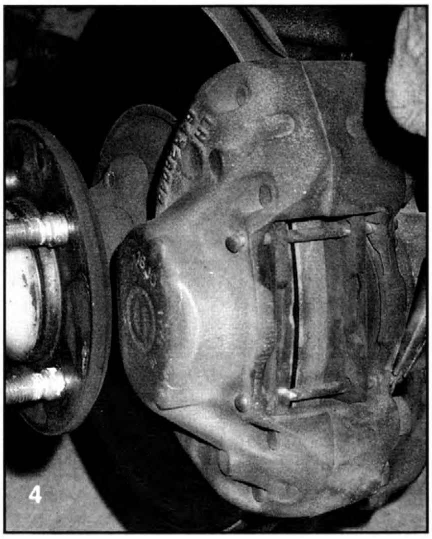


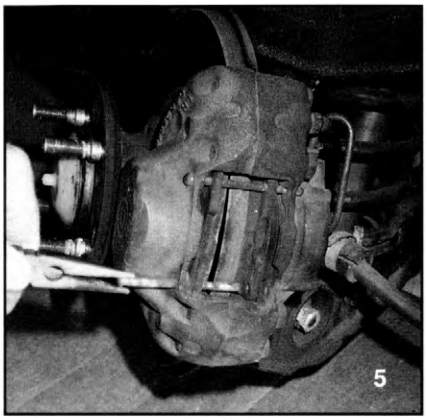
damage to the epoxy coating on the frame.) The pads slide back and forth on the pad retaining pins located at the back side of the caliper assembly. (Photo 3)

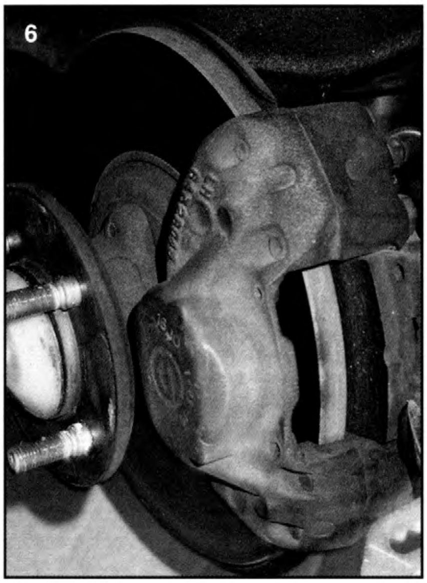
Measure the thickness of the brake lining material on each pad. If the thickness on any of the pads is less than 1/8" (3 mm), replace all pads. (NOTE: Always replace pads in complete sets on both front and rear wheels.) If you have difficulty measuring the thickness of the brake lining material, remove the pads as described below to make the inspection.

The pads are removed by pulling the pad retaining pin clips from the pad retaining pins with a needle nose pliers (Photo 4). (NOTE: Inspect the condition of the clips. If worn or corroded, install new clips on reassembly.)

The two pad retaining pins may then be removed from the caliper assembly (Photo 5).



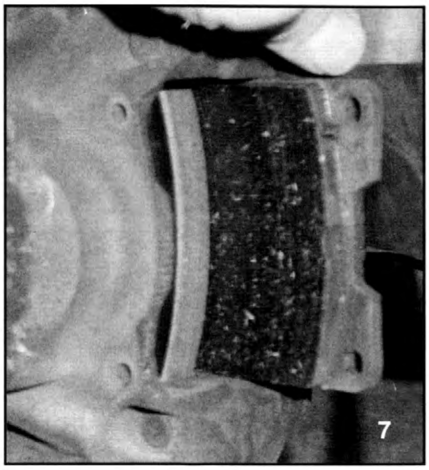




Each brake pad may now be pulled straight out of the caliper assembly (Photo 6). Also remove any anti-squeal shims located between the brake pad and the piston. (NOTE: If the same pads are to be reinstalled make certain they go back in the same location following inspection.)

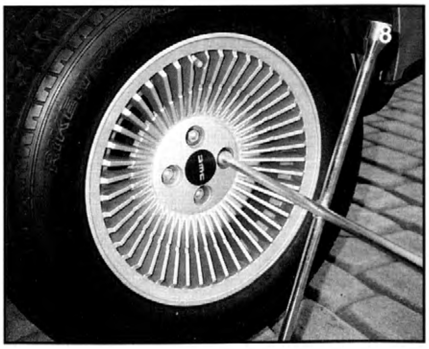
Use a wire brush to clean all metal parts on the caliper assembly, the pad retaining pins, any reused brake pads, and anti-squeal shims. The brake pads should slide freely on the pad retaining pins. Wipe off the piston seals and inspect them for any damage, or deterioration. Replace as necessary. If a cleaning solvent is required, only alcohol or a brake cleaning fluid should be used.

Install the brake pads with anti-squeal shims located on the outside of the brake pads between the metal backing plates and pistons. Make certain the arrow cut-out on the anti-squeal shim points in the direction of the disc rotation (Photo 7).



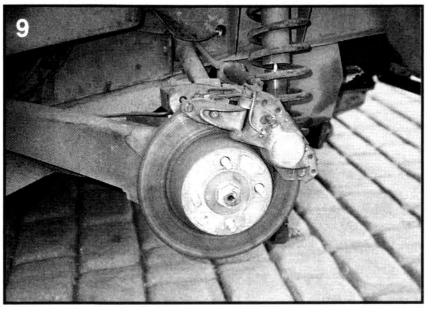
If the replacement set of brake pads does not include any anti-squeal shims, clean off the old shims and reuse them. Make certain to smear anti-squeal compound on both sides of the anti-squeal shims and on the back plates of the brake pads. (NOTE: Make certain that no compound gets on the brake pad lining material). Install the two brake pad retaining pins and secure them with pin retaining clips.

After work on each wheel has been completed, slowly pump the brake pedal to move the pistons and pads close to the disc. Since disc brakes are inherently self-adjusting no further adjustment is required. Brake bleeding is generally unnecessary, but following work on all of the brakes, check the brake fluid reservoir for proper fluid level and top it off with fresh fluid as necessary (the reservoir is located under the luggage compartment carpet on the left side). Proceed with installation of the wheel and tire assembly. Apply anti-seize compound to the wheel studs. Orient the wheel to line up the tire valve stem with the stud marked during the removal procedure and torque each lug nut gradually to 60 Ft.-Lbs (Photo 8).



REAR WHEEL BRAKE PADS

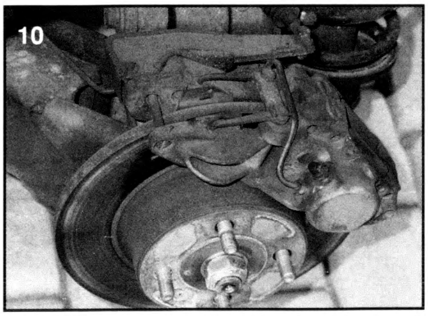
Place chock blocks in front and back of the front wheels. Loosen the wheel lug nuts of a rear wheel and proceed to raise the vehicle. Remove the rear wheel and tire and set it aside. The rear wheel main service brake pads are located in a fixed caliper assembly on top of each rear wheel disc (Photo 9).



Repeat the same steps as indicated in the Front Wheel Brake Pads section. Note: No anti-squeal shims are installed on the rear brake pads.

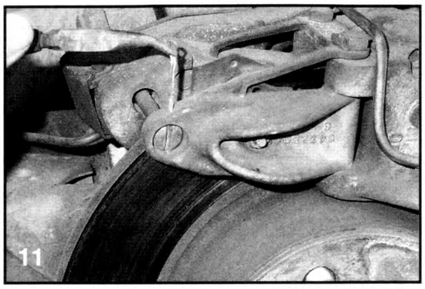
PARKING BRAKE PADS

Inspect the parking brake pads which are located in the parking brake caliper assemblies in front of the main service brake assemblies (Photo 10).

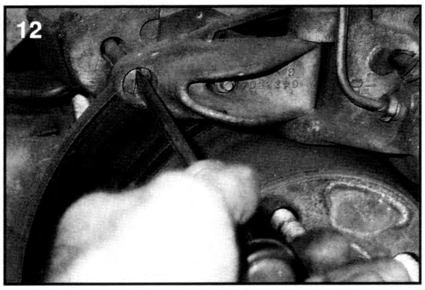


Measure the thickness of each parking brake pad, and replace all pads if the thickness is less than 1/8" (3 mm). The parking brake pads may be removed by loosening the 10 mm nut holding the brake pad to the caliper assembly and sliding the brake pad upwards out of the caliper assembly. Reinstall each new brake pad and tighten the 10mm nut holding each pad to the caliper assembly.

If the parking brake "self-adjusting" procedure indicated in the Parking Brake Section did not work, and the parking brake pads are in good condition, the following adjustment may be made. This adjustment should also be made when new parking brake pads are installed. Using a needle nose pliers, pull the cotter pin out of the groove on the head of the adjustment bolt located at the front of the parking brake caliper assembly (Photo 11).



Using a straight edge screwdriver, turn the adjustment bolt clockwise to locate the parking brake pads against the rear wheel disc (Photo 12). Back off the adjustment bolt 1/2 to 1 turn, and replace the cotter pin.



REPLACEMENT BRAKE PADS

If you decide to replace the disc brake pads, you may obtain replacement pads from your DeLorean parts supplier, or reputable brake parts supplier that have Repco, BAP/Geon, or Girling brake pads.

The following replacement brake pads are recommended:

FRONT:
- DeLorean 109005
- Repco Deluxe D174D
- BAP/Geon Deluxe 17-20174D
- Girling 67320291-PO

REAR:
- DeLorean 109012
- Repco Deluxe D97D
- BAP/Geon Deluxe 17-20097D
- Girling 64326110-PO

PARKING:
- DeLorean 109037
- Repco Standard D175
- BAP/Geon Standard 17-20175
- Girling 133-04-01

BAP/Geon and Repco brake pads are available in Standard, Deluxe, and Metallic series. The Deluxe pads (recommended for the front & rear main pads) are a semi-metallic composition material which should give up to 25,000 miles service under normal conditions. The Standard pads, which are softer non-metallic composition, will provide up to 10,000 miles service. The Metallic pads are too hard and are not recommended since they will cause excessive wear on the discs.

CONCLUSION

The proper care and maintenance of the braking system on your DeLorean will provide thousands of miles of safe operation. If after making any of the inspections, adjustments, and/or replacements, you notice any decrease in the braking performance of your DeLorean, immediately (and cautiously) take your vehicle to a brake professional or DeLorean service facility for further inspection and/or repair. **A Word of Caution: In August 1981 the DeLorean Motor Company Issued a Service Bulletin to its Dealers stating "the front and rear discs should be replaced instead of machining".** If there are any questions about the condition of your discs, it is highly recommended that you contact a DeLorean service facility for an inspection of your brakes.

The author makes no guarantee or representation that the replacement brake pads listed will provide satisfactory service or life in your vehicle. If you have any concerns about working on the brakes of your DeLorean, then leave such work to a professional. However, if you have worked on brakes on other vehicles, you will find the DeLorean braking system to be one of the simplest and easiest to work on, so make it an enjoyable weekend "Do-it-Yourself-" project.

This article is a compilation of information obtained in part from a number of sources, including: a DeLorean World article (Winter 1988) by Don Steger- DeLorean Motor Center; DeLorean Motor Company Service Bulletin P.D.I. Parking Brake Adjustment; DeLorean Motor Cars Ltd. Workshop Manual # 113096; and information from Joe Licursi-Glendale Imported Car Parts. If you have any suggestions, or tips on the braking system, that may be of interest to other DeLorean owners, please drop a note to the Technical Director.

CONTINUED ON PAGE 36

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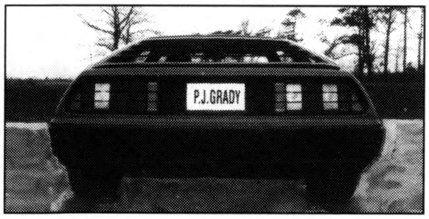

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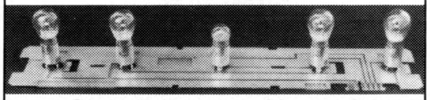

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DE LOREAN MOTOR COMPANY

SERVICE BULLETIN
NUMBER ST–11-8/81

CATEGORY: Technical
ATTENTION: All DMC Dealer/Service managers
SUBJECT: Brake disc–front/rear

For quality control reasons, front and rear brake discs should be replaced instead of machining and the defective disc(s) must be submitted together with the respective warranty claim(s).

This procedure is in effect until superseded. Please inform all personnel concerned.

Sincerely,
Lutz Feuerabendt
Technical Service Manager

LF:dg
ISSUED 8/20/81

TECHNICAL NOTE: The Shop Manual indicates the dimension of the front and rear disks must be 11.7 mm minimum. Although replacement is a must when the dimension is less than 11.7 mm, it is recommended that machining be done upon brake replacement to remove glazing and grooves from the surface to maintain brake integrity and for your safety. If the brake is defective, obviously replacement is mandatory.

STOP *CONTINUED FROM PAGE 33*

ABOUT THE AUTHOR

Ray Haug is a Senior Engineer with Southern California Edison. He holds a BS in Mechanical Engineering from Purdue University and MS in Management Science from West Coast University. He has owned a 1981 DeLorean and been a member of the DeLorean Owners Association for over three years. He has owned a number of sports/ classic cars for over 30 years.

FOR NEW OWNERS...

BY JACK BALDERSTON
(Consulting with DeLorean Owners Association Technical Advisors)

This is the first of a series of columns in DeLorean World that will cover some of what has been learned from the more experienced owners. It is aimed at readers with low mileage cars and will suggest some matters they should be aware of. We welcome suggestions from owners as to what they would like to see covered in this column.

THE INERTIA SWITCH

Not mentioned in the owner's manual or other literature that came with the car is an inertia switch located just above the driver's left foot. This is a plastic box, about two inches on each side, with a short plunger protruding from the top. The normal position for the plunger is down.

In the event of a sudden impact, the inertia switch cuts off power to the fuel pump and releases the electric door locks (See DeLorean World Vol.2, No.2, p.16).

THE FAN FAIL LIGHT, AND RELAY

On the center instrument panel just below the air conditioner and heater switch, and next to the temperature control knob is the "cooling fan fail" warning light. In normal operation, it blinks red every time the radiator fan, which cycles with the air conditioner load, comes on.

On most experienced cars, the original fan fail module in the relay compartment was found to be prone to fail and has been replaced, and the warning light has been disconnected (see DeLorean World Vol.2, No.3, pages 25,26).

THOSE TRAILING ARM BOLTS

By now, everyone must know that the original trailing arm bolts are prone to bend. Under heavy or bumpy driving conditions, they may even break with disastrous consequences. These bolts should be examined every time the car is serviced.

One warning sign is a "clunk" sound every time you accelerate or turn and that appears to come from beneath the center or rear of the console. But bent bolts have been found without the owners being aware of anything unusual. Visual examination and twisting the bolt is the only sure way to avoid serious trouble.

INTERMITTENT TAIL LIGHT FAILURE

Some cars have experienced intermittent tail light problems. If the bulbs are not at fault, this may be a grounding problem or an intermittent short circuit. DeLorean World Vol.2 No.4, page 21 shows in illustrated detail how to fix this problem.

WATER LEAKS

Water leaks around the doors are usually due to worn door gaskets. However, if the overhead felt liner gets wet, this may be because the liner protrudes into the drain trough at the top of the door where it acts as a wick to draw water down into the car. This is easily fixed by cutting the felt so that its edge is below the trough.

At another site, water drops down on the passenger's feet. This water comes from water vapor condensed by the air conditioner unit, which water is not draining through to the bottom of the car. Check the water drain holes and unplug them with a knife or other thin object.

HOW MANY CARS?

By one count, 8,583. By model year,
1981: 6,539
1982: 1,126
1983: 918
(DeLorean World, Vol.1 No.2, page 18 and Delorean World Vol.2 No.3, page 27.)

COOLANT WATER OVERFLOW BOTTLE

Owners of experienced cars have found that the plastic bottle that holds the coolant water will rupture sooner or later. Rather than find yourself on the road with no operating cooling system, you might consider replacing the plastic bottle with a metal bottle available from the service centers that advertise in DeLorean World. Keep the plastic bottle in case you sell later to a collector who wants a car in its original condition, or if you decide to enter your car in a concours. When replacing the header bottle, it's a good practice to install a new pressure cap (15 psi).

CHANG *(FROM PAGE 21)*

> **"It was the first time I realized there was a difference in cars."**

> **"I believe all cars have a heritage...and some have a personality."**

sports car, puts it in a temperature controlled garage and drives it only on weekends when there is no threat of rain. To fully enjoy a car, I think you have to spend time with it. Quality time, like you spend with your family. You should work on it, give it a little TLC, learn what makes it tick. But, most importantly, you should drive it. I believe all cars have a heritage (except for the Gremlin) and some have a personality. Hidden somewhere in the Pantera's family tree I'm convinced we would find the Marquis De Sade lurking. A pyromaniac's genes would surely be found in a '78 Pinto; a nine passenger Oldsmobile station wagon could communicate effectively with Dr. Benjamin Spock, and so on.

After spending a quarter-million miles in a DeLorean's left seat, I've come to believe my own ancestoral roots are intertwined there somewhere. How else could we be so compatible?

I've had the DeLorean almost seven years now. It's got over 150,000 miles on it's clock. I think it needs a new steering rack and the original clutch is a little soft. We have worn out five sets of tires together; five sets of brake pads. So, I don't drive it much any more. It's earned a rest.

No, I'm not back in a station wagon again. Now I drive the '81 Delorean I bought a year and a half ago. It's also a five speed and had 22,000 miles showing when I bought it and it recently went over 100,000.

Sometimes when it's quiet and they're parked together, I can sense the '83 boasting of it's higher mileage to the '81...sharing ancestoral roots and all, you know.

So, what's next?

I'll probably put a new clutch in the '83 this spring, maybe a new set of tires, change the oil and put it back on the road. The '81 may want a rest by then.

Yes, I'll always remember Chang's new master driving away in that black Jag...Boy, was that sucker shiny!

But fingerprints? Ha! Could I show him fingerprints!

KIDS *(FROM PAGE 30)*

Some of us then departed for the children's hospital in Indianapolis while others went to the Indianapolis Speedway to take some of the kids from the hospital for a lap around the famed Brickyard. Then we all motored back to Ann Arbor and Domino Farms for the finale. The autocross is in the parking lot from which we started. The course wound around the grass boulevard style partitions of the lot. There were six and each got a little longer than the previous, so just when you thought you've got enough gear length, you don't. More shifting; and frustrated again, I press on regardless what gear I'm in. I make the circuit in 57.85 seconds. Jon turns 55.32 and the winner pulls a 48.52 second time in a 1985 Dodge Omni.

It's over! Time to grab a much appreciated shower and change of clothes before the party starts. The party is relaxing; we swap stories with others and cement new acquaintances. The next morning we bid farewell to our new friends and vow to meet again next year. A small contingent of us drove up towards Flint to visit the Rose Cancer Clinic. Along the way the driver of the car ahead of us stands up through the sun roof with his camcorder in hand and began filming the convoy. GTII and I look at each other wondering how they were controlling the gas pedal. It wasn't until after we arrived at the hospital that I realized the Ford Sierra RS 500, which sported British plates, was right-hand drive!

We took a lot of pictures. The looks on the kids' faces when they saw the cars and the toys were more than you could imagine. You always left a little part of your heart behind and not a dry eye left. But the point was to bring a little bit of joy and happiness and maybe some hope to the kids and their parents.

For those of you cringing about taking your car to the redline and thrashing it around, I hope by reading this, you have realized it isn't necessary to beat it in order to make your car respond to obtain results. It's also smooth driving which maintains the car's balance. It's a lovely driving machine and even somewhat forgiving. Sure, the turbos help, but most of the time I was out of the turbo boost range because my gear revs were too low. I still haven't found the car's limits, maybe by next year, and I'll be back with a working syncro. But this is also what good preventive maintenance is all about. Properly cared for, the car can be somewhat abused, within limits. Four days of hard constant driving over 3000 miles without any problems will attest to my mechanic's efficiency for staying on top of things and keeping me informed of the work which needs to be done before it becomes a problem.

Team DeLorean finished in 19th spot out of the 68 running entries. Jon's excellent navigating skills and Stephen's driving gave them high placement points in the rallye section because they zeroed all of the controls. Team GT finished in 34th place; our scores for the 16 rallye controls was a 3, not bad for a green navigator and we're still talking to each other! Maybe next year I'll empty the weight from the trunk before the speed events instead of only the cockpit.

If any of you readers feel that life has been good to you and you too would like to give something back, either personally or corporate, please contact me...the kids would appreciate it.

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DeLorean Owners Association members only. $.30 per word. Submit typewritten copy only, accompanied by check.

LAP AGAIN *(FROM PAGE 23)*

We motored up the road to Ann Arbor, Michigan from Indianapolis and were soon sliding around the parking lot of Domino's Farms in approved autocross fashion. And that was it, another One Lap under my cap and likely the last. My family, customers, employees, and partner all insist that I have better things to do than see the USA in a DeLorean once a year. I may be persuaded again, however. At the awards dinner, we won 19th out of 82 cars. Jon walked off muttering about a clock that counted thirds and I went off looking for something cold that wasn't tea.

Jon Spurlin quoted, "Flying home to Los Angeles, I noted some of the problems and enhancements to be done on my computer for the next rallye. The DeLorean ran well and was comfortable for all the hours we were in it. Driving on different tracks at speed and being in a competitive setting on such a well-known rallye was very exciting and satisfying."

LAP 1991 *(FROM PAGE 13)*

LEG 9

(GEORGIA RALLYE)

It was just after dark and I had entered all the data into the computer when we started the rallye. Right away we noticed that most of the rallye was on 3 roads and that these roads were in the mountains. This should be easy we thought until we realized we were supposed to average 5O to 55 MPH most of the time with lots of sharp curves. Several places we were at the limits of the car's handling capability but we stayed on time and got O error points for this event. Around 11 p.m. we were heading towards Indianapolis, going through Georgia, Tennessee, Kentucky, and Indiana.

LEG 1O

(INDIANAPOLIS)

When we arrived around 7 a.m. we found we had time to eat breakfast before we went to the track for the bracket drag racing event. For this event we got 2 practice runs for time and then we were to mark the fastest time we thought we could go on the window (this became our bracket). To win all we had to do was get closer to this time than the car we ran against, running against his time. During the two practice runs my cooling fans were running and during the competition they were not, making my speed faster than my bracket which means I lost that race. About noon we left on the last leg of the rallye back to Ann Arbor.

LEG 11

(FINISH AT ANN ARBOR)

At Domino Farms, the parking lot was converted into a slalom course for the final competition. After our run we went to check into the hotel again and get cleaned up for the awards banquet back at Domino Farms. At this time the results showed the top places went to the cars with lots of horsepower and handling capability. By getting O error on the T & D rallye sections, we were able to take 19th place out of 82 entries showing that this year the emphasis was on the fastest track cars and not T & D rallye sections.

If you're thinking turbo, think twin turbo.

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FAX NO: (516) 491-1248

INSTALLATION FACIILTIES:

JSE Auto Specialists
1100 N. State Rd. 7
Hollywood, FL 33021
(305) 987-7584

Motivation Racing
2353 Santa Ana, Suite 30
Dallas, TX 75228
(214) 321-3907

Paradise Motorsport Service
63 S. Eisenhower Lane
Lombard, IL 60148
(312) 495-3774

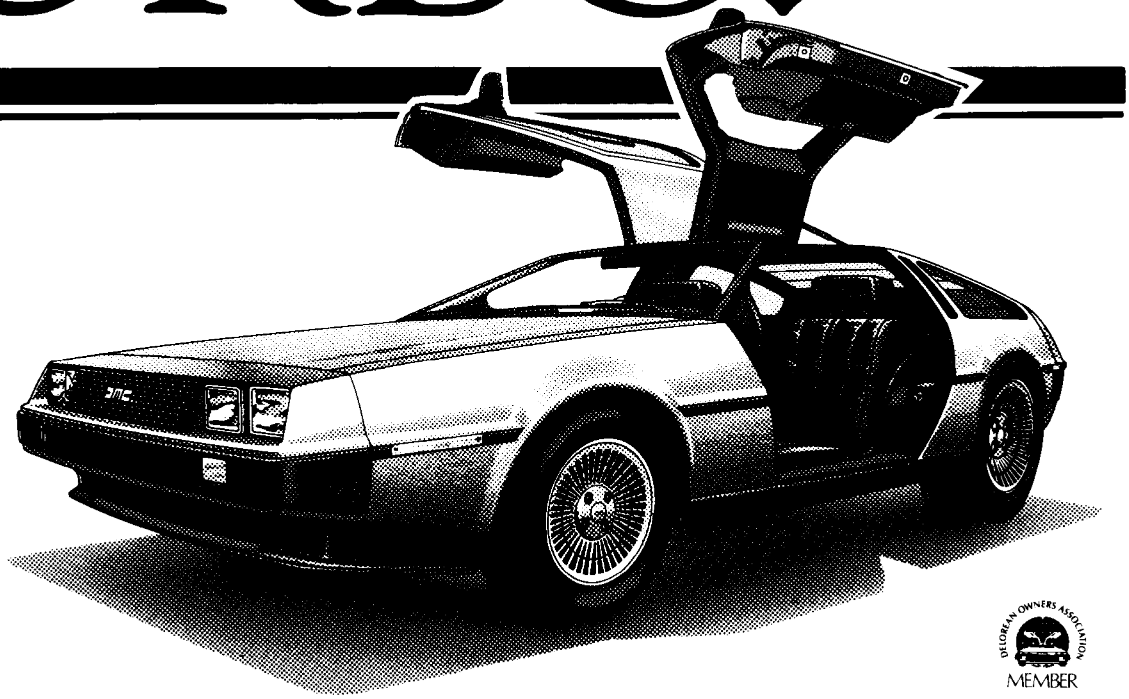
Bauerle Automotive
4211 Radnor Rd.
Radnor, OH 43066
(614) 595-3348

THINK TWIN TURBO.

INSTALLATION FACILITIES
Swedish Automotive
800 S. Grand Avenue
Santa Ana, CA 92705
Phone (714) 972-1216

DeLorean Motor Center
13881 West Street
Garden Grove, CA 92643
Phone (714) 554-6794

Stanford Lincoln-Mercury
444 El Camino Real
Menlo Park, CA 94025
Phone (415) 321-8030



DELOREAN OWNERS ASSOCIATION
MEMBER

Give Yourself A Brake

Few things are more worrisome to us than problem brakes. They're so critically important to your safety.

Here are some problem areas to look and listen for:

1. When you slowly come to a stop, the steering wheel shakes.
2. When you apply the brakes, you hear a shrill squeal.
3. Your calipers stick and/or are slow to operate.
4. Your brakes make a grinding noise.

Please, please check out your brakes. If your car has *ANY* of these symptons, call us today and we'll recommend the right cure.

To encourage you further, we're offering brake parts at super-low prices untill December 31, 1991. On January 1, 1992, the prices will go back to normal.

D609006X 2 Front brake discs anti-squeal shims and pads*	**$265.43**
D609007X 2 Rear brake discs and pads (not including hand brake pads)*	**$275.43**
D609006X Combination Kit: 2 Front brake discs, 2 rear brake discs, front pads, including anti-squeal shims, rear pads and hand brake pads *	**$589.72**
D609008X Brake Pad Combination Kit: Front pads, including anti-squeal shims, rear pads and hand brake pads	**$109.91**
D609001X Caliper Rebuild Kits: 4 wheel kit **D609000 FRT, D609006 REAR** ($ 36.72 per wheel) (We suggest both front calipers and/or both rear calipers at the same time)	**$119.02**
D609002X Complete mechanical brake system restoration kit: 2 front brake discs, 2 rear brake discs, front and rear brake pads, anti squeal shims, hand brake pads and brake caliper rebuild kits for four wheels *	**$629.67**

** Brake discs not sold individually*
Subject to stock availability. Prices subject to change.

DELOREAN ONE™

9006 Owensmouth Avenue, Canoga Park, California 91304
(818) 341-1796 in California • **(800) DMC-HELP**

10804 Roark Road, Houston, Texas 77099
(713) 568-9573 in Texas • **(800) USA-DMC1**

IMPORTANT TECHNICAL NOTE:
Discard thickness for front and rear brake discs is 11.7mm

DELOREAN OWNERS ASSOCIATION
879 Randolph Road, Santa Barbara, CA 93111

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